

Wisconsin State Journal June 27, 1999

OUR OPINION

Secrecy contribtes to bad ideas in state budget

Reasonable people can argue over which is worse: The Assembly Republicans making goofy decisions in public, or the Senate Democrats cooking up strange deals behind closed doors.

Given the choice, we'll take the dumb decisions made openly. At least the public has a chance to react to those ideas before they become law.

The majority parties in the Legislature's two houses wrapped up work last week on their versions of the state's 1999-2001 budget bill, with the Assembly Republicans writing their amendments in the full light of day and the 17 Senate Democrats piecing their package together in a series of informal meetings.

The Assembly Republican budget was produced by an open caucus of its 54 members; the Senate Democratic budget was born of what amounted to an interview process — a succession of one-on-one meetings with leadership.

There's a lot of good in both budgets, of course, which is why Gov. Tommy Thompson says he won't "draw any lines in the sand" before inter-house negotiations land a compromise budget on his desk. That work should be wrapped up by Independence Day.

But a number of provisions and amendments deserve to be rewritten or, better yet, taken out of the budget. Some examples:

Tax policy

To no one's surprise, Senate Democrats and Assembly Republicans disagreed over how to provide tax relief. The Democrats want to pour \$473 million into property-tax relief while the Republicans favor a mix of property, income and corporate income tax cuts. Both concepts are defensible.

~~What's not defensible is the Senate Democratic plan to use all money raised by the state lottery to provide tax relief and to pay lottery prizes from general state revenue.~~

In other words, income and sales tax dollars would be used to pay lottery prizes. That twists the state constitution's tax uniformity clause completely out of shape. Besides, it's simply not right that tax dollars would be used to pay lottery prizes. If Wisconsin must have a state-run lottery (and it shouldn't), it should at least pay prizes and expenses out of what's wagered.

...cont. next page

Wisconsin State Journal June 27, 1999*...cont. from prev. page***Abortion**

Proving they have a death wish with women and moderate voters, Assembly Republicans made a series of wrongheaded decisions about abortion and family planning.

One amendment would bar Wisconsin's medical schools from teaching abortion techniques or in any way instructing future doctors about abortion. Here the Assembly is venturing into territory where it has no business — dictating medical school curricula.

One would think the same lawmakers who oppose abortion would support family planning efforts, which may reduce unwanted pregnancies. Think again.

The Assembly GOP eliminated the state's \$4 million family planning budget, made it harder for school nurses and counselors to talk with pregnant students and removed all state funding for private groups that counsel or engage in abortion-related activities.

Memo to Assembly GOP: Whether you like it or not, most abortions are legal in America.

More secrecy

Senate Democrats added a heavily lobbied amendment dealing with liquor and wine sales, despite arguments the provision has nothing to do with the budget and should be considered separately.

Another provision sparing the Janesville General Motors plant from certain emission standards showed up mysteriously, as did a series of ill-defined changes to the state's welfare reform contracts with local agencies.

The welfare amendment reads simply: "various changes to W-2 contracts as modified by Sens. Moore and Robson." Why worry about details?

Also troubling is an amendment that would require managed-care health plans to cover certain outside services, such as chiropractic. Curiously, this amendment exempts state employees — which means Senate Democrats don't mind imposing higher costs on small businesses that buy health insurance, but they don't want to incur those costs for the state.

Campaign finance reform

Assembly Republicans stripped out \$750,000 set aside by Gov. Tommy Thompson for future campaign finance deals, despite the fact that Senate Democrats had generally played fair on that issue. If there's any problem that must be solved in a bipartisan way, this is it.

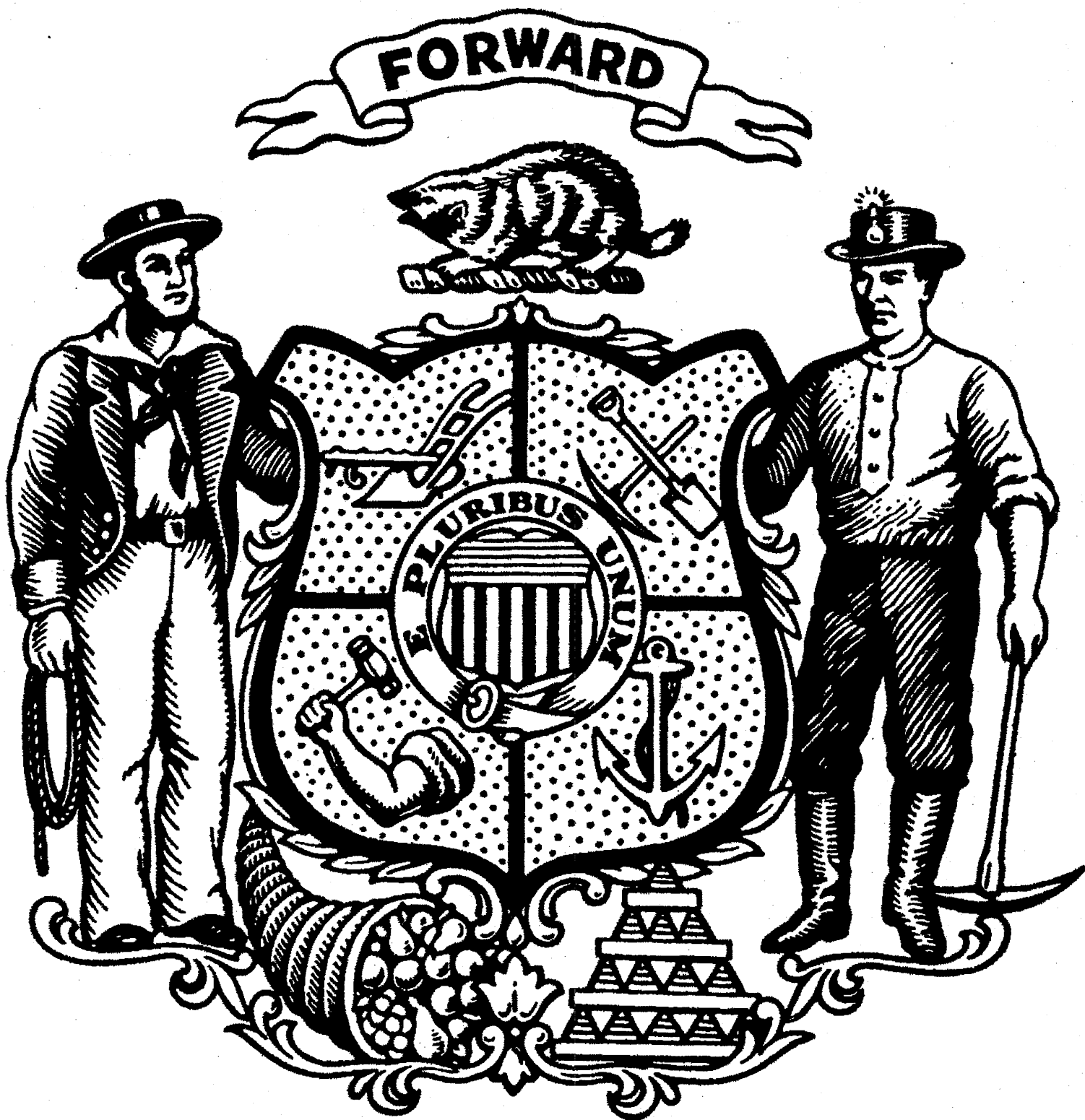
Environment

Senate Democrats larded up the state recycling fund with tipping fees that will wind up causing local governments more trouble, not less. Once again: Why is the collection of garbage a state concern? Let the locals make their own rules.

Assembly Republicans took \$12.2 million out of the Stewardship fund to pay for land connected with the four-lane expansion of Highway 12, jeopardizing a groundbreaking deal reached by Thompson, Dane County Executive Kathleen Falk and a mix of local interests. A new and environmentally sensitive way of designing highways may have been sidetracked.

Let's make sure the rest of the budget process is open. With these many bad ideas on the table, the public deserves to know what's up.

END



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Representative David Brandenmehl
Room 317 N. State Capitol
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June 30, 1999

Dear Representative Brandenmehl:

The Wisconsin County Highway Association has had an opportunity to review the Assembly transportation package and we applaud the Assembly's effort in developing a transportation package that truly recognizes the value, but moreover the importance of local transportation in Wisconsin.

We would like to offer our support of the transportation package that has been developed and in addition encourage consideration of additional revenues in programs such as the CHIP or CHIP-D. As we consider the increased Federal funds and the opportunity for allowing additional local dollars in local programs, these programs specifically CHIP and CHIP-D afford a great benefit to the taxpayers of Wisconsin and are programs that ensure the best and most effective use of transportation dollars towards transportation improvements. Therefore, your additional consideration in the process for these programs is encouraged, as well.

The one major concern that we have in regards to the Assembly transportation package is relative to Provision #20, as presented to us in our review.

Provision #20 specifically deals with "contracting of projects by local governments". This provision deletes a current law provision that permits DOT to designate the governing body of a city, county, village or town as its agent on behalf of the state to perform bidding and contracting responsibilities associated with a highway improvement project.

We believe that this may be a "knee-jerk" reaction by those that may have a concern with a current initiative that the Wisconsin County Highway Association has worked hand in hand with the Local Roads and Streets Counsel on. In relation to the increased Federal funds that Wisconsin is receiving under the TEA-21 legislation, the Wisconsin County Highway Association felt that a priority issue was to ensure streamlining of the process involved in utilizing Federal funds. Streamlining of that process would only result in increased efficiency and effectiveness of delivery. This then results in decreased costs and increased benefit to the taxpayers of Wisconsin.

In working with the Local Roads and Streets Counsel, we have taken on the monumental task of investigating the "delivery process" and although much of that process is regulated by either state or federal law and although much of that process establishes certain requirements be met to utilize the federal dollars. We have identified various areas where there is opportunity to modify or streamline the process. One of those areas is the opportunity for the state to designate a local unit of government as its agent and allow that local unit of government to perform a "local let". Recognizing that many local units of governments across the state have not only the resources but the expertise and capability to perform transportation project lettings on their own behalf and do so on a regular basis, it's the feeling of the group that affording this opportunity in the federal aid process could result in increased efficiency, both in time delivery but more so in reduced project costs. This we have viewed, just as indicated, an opportunity. By eliminating the current provision in law that allows the Department of Transportation to designate, we are in fact wiping away the opportunity, without allowing any investigation. This is at best unfortunate, but at worst a poor methodology as we all strive to achieve the very best of transportation services.

WISCONSIN COUNTY HIGHWAY ASSOCIATION

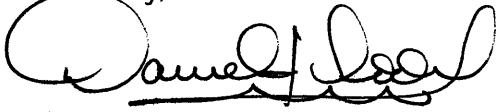
The Highway Association is fully cognizant that changes such as this have numerous impacts on other stakeholders regarding transportation improvements. We are fully cognizant that investigation needs to move forward slowly, precisely and definitively. There is no thought nor any proposal to fully revamp the entire process, but merely an effort to look at possibly one or two pilot projects in selected areas under selected conditions to determine if there are any benefits, but also any disadvantages to a local let process.

We are aware, through our investigation and work effort, that the local let process has been accepted in numerous other states and in fact in some states works extremely well towards the goal of providing effective, efficient local project delivery.

Therefore, we would urge you to consider leaving this provision intact, thus allowing for all the stake holders to investigate all options available to us in ensuring the very best of transportation services, and ensuring that we continually evaluate how we can deliver those services cooperatively and uniformly. By doing so we can continue providing Wisconsin taxpayers the high level of transportation services at the best price that they have come to expect and deserve.

If you have any questions, comments or concerns, please do not hesitate to contact me.

Sincerely,

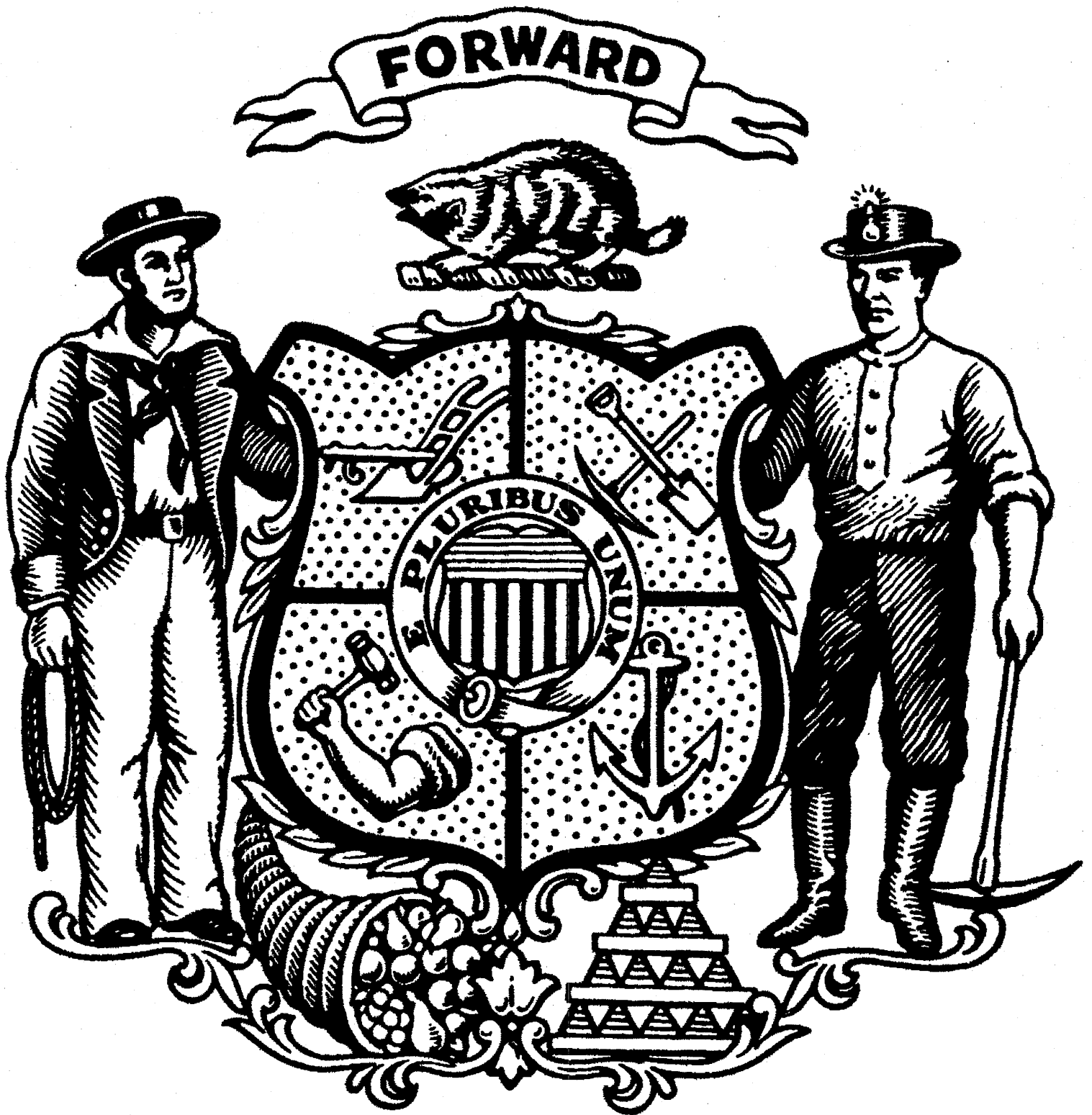
A handwritten signature in black ink, appearing to read "Daniel J. Fedderly", written over a horizontal line.

Daniel J. Fedderly, P.E., R.L.S.
St. Croix County Highway Commissioner/County Surveyor
President, Wisconsin County Highway Association

C: Bruce Stelzner, Commissioner-Chippewa County
Rod Clark, WisDOT
WCHA Executive Committee

DJF:ds

END



END



Newsletter

June 1999

Working Together for the Best in Wisconsin Transportation!

Joint Finance Committee is in midst of 1999-2001 budget deliberations

The Joint Finance Committee (JFC) has started its development of the 1999-2001 biennial budget, with hopes of completing this process by July 4. The only transportation areas completed, as of press time, are WisDOT administrative funding and the Departments of Motor Vehicles (DMV) and State Patrol. The JFC is expected to tackle the budgets for State Highways, Transportation Aids, and Local Transportation Capital Assistance in early June.

At this point, only two minor new initiatives will use resources from the Transportation Fund. The combination of these new developments would total approximately \$1 million over the biennium:

- exempting sale of fabricated homes from the \$7.50 title transfer fee
- pretrial intoxicated driver intervention program

JFC oversight of long-term WisDOT transportation plans

The JFC engaged in a great deal of debate over two motions regarding long-term transportation plans. A motion was passed unanimously (16-0) to give the JFC a 14-day opportunity to review and approve or reject, all or part of any long-range DOT transportation plan. This motion was made by JFC Co-Chair Senator Brian Burke, who publicly opposes the Draft State Highway Plan, argued that the DOT's plan is excessive and will force new tax increases.

A similar motion was then made by JFC Co-Chair Representative John Gard to provide legislative oversight to metropolitan planning organization (MPO) plans. This motion failed on a tie (8-8) vote which followed partisan lines.

DNR attempt for increased snowmobile trail and boating service aids defeated

Statutes currently provide Transportation Fund money to DNR for snowmobile trails and boating services, based on average fuel consumption of snowmobiles and boats times the fuel tax rate. Periodically, their advocates have pushed, and been successful, in raising the fuel consumption average. If not defeated, this attempt to raise the average from the current 50 gallons per vehicle to 55 gallons would have cost the Transportation Fund \$5 million more over the biennium.

Opportunity to reduce DMV operating costs modified

For some time, the Legislature has allowed courts to order WisDOT to rescind a driver's license for failure to pay a non-traffic fine (i.e. library fines). In recent years, these orders, and therefore their accompanying cost, have increased dramatically. The Governor's budget had requested a small fee to be paid by the offenders to cover DMV's processing costs, so transportation programs wouldn't be tapped. JFC rejected the fee, but provided \$1.35 million (\$421,000 less than the Governor requested).

Rep. Brandemuehl opposes using transportation funds for USH 12 land provisions

Assembly Transportation Committee Chair David Brandemuehl plans to introduce a motion which would reimburse the state Transportation Fund for USH 12-related conservation easements/land acquisitions from the Stewardship Fund (administered by WisDNR). The elements in the USH 12 agreement he proposes to have covered by the Stewardship Fund include:

- \$5 million over five years to purchase land and/or easements to the BRNNL (Baraboo Range National Natural Landmark) Protection Fund.
- \$5 million over five years for the acquisition of scenic, conservation or agricultural easements, lands or development rights in Dane County.
- \$250,000 for the purchase of scenic, conservation or agricultural easements, lands or development rights in Sauk County outside of the BRNNL.
- \$2 million for Ice Age Trail acquisitions and improvements or an amount equal to the Transportation Enhancements funding spent for that purpose over the next five years.

Under the original USH 12 agreement, the Transportation Fund is committed to paying a minimum of \$12.5 million in special provisions, in

USH 12 land provisions continued on page 2

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Executive Perspective

by Philip J. Scherer, TDA Executive Director

Rep. Brandemuehl's motion is step in right direction

I would like to commend State Representative Dave Brandemuehl, Chair of the Assembly Transportation Committee for once again standing up for what's right for Wisconsin's transportation system. Rep. Brandemuehl has shown he is not afraid to put himself in the line of criticism,

by trying to modify the "politically popular" USH 12 agreement.

The motion he is introducing to reimburse the state Transportation Fund for USH 12-related conservation easements/land acquisitions from the Stewardship Fund would right a wrong in the current USH 12 agreement. Transportation monies should not and must not be used for non-transportation purposes, period.

The USH 12 project is badly needed, no one argues that. In fact, most elements of the agreement are good in principle, such as preserving unique natural resources and good land use planning. Rep. Brandemuehl is not questioning the need of these elements in the plan, but rather who pays.

As you likely recall, in the 1997-99 biennial budget deliberations the Legislature acknowledged that the transportation fund had become the source of funding for a host of non-transportation programs/projects. As a result, they decided to end the drain of transportation funds by getting rid of nearly \$30 million in non-transportation programs from the transportation budget.

Now, just two years later, the saga seems to be starting all over again. This leads me to my three main concerns with how the USH 12 agreement is currently constructed:

1. **The Transportation Fund can't afford this kind of drain.** The agreement increases the cost of the USH 12 project by approximately 20%; the Transportation Fund is committed to paying a minimum of \$12.5 million in special provisions, in addition to the \$65 million for highway construction. It is clear that there will be a need to decrease the number of total projects or take money from other portions of the transportation program if similar "buyoffs" are included on future projects. The Draft State Highway Plan clearly shows a \$4.2 billion gap between needs and current funding over the 21-year life of the plan. That is a conservative estimate. Where are the dollars going to come from?

2. **Setting a dangerous precedent.** The anti-auto/anti-highway community feels very strongly that this USH 12 agreement will set the stage for future agreements in other controversial highway projects statewide.

3. **Implicates highways and transportation as the cause of urban sprawl.** Paying for the conservation easements/land acquisitions out of the Transportation Fund, rather than the program designed to cover these types of costs, the Stewardship Fund, implies highways/transportation are the primary cause of urban sprawl. We all know better. Other factors have as much or more of an impact on where people choose to live, raise their families and locate their businesses.


USH 12 land provisions continued from page 1

addition to the \$65 million for highway construction. The Dane County Executive has been quoted saying that Brandemuehl's proposed motion violates the USH 12 agreement.

Brandemuehl sees the matter differently. "If their object is to preserve the environment, the source of the money shouldn't make a lot of difference to them," he said.

Brandemuehl feels paying for the easements out of the transportation fund would be a reversal of the effort in the 1997-99 state biennial budget which removed \$29 million in programs not related to transportation from the DOT budget. It is expected that Brandemuehl will introduce this motion during assembly deliberations on the 1999-2001 biennial budget.

This is good news for transportation statewide, not just along the USH 12 corridor between Middleton and Lake Delton. If passed, it would mean that already limited transportation fund monies would not be used for non-transportation purposes.



The Transportation Development Association
of Wisconsin is a statewide, nonprofit organization
working to promote an efficient transportation system
for safe mobility and economic growth

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Airline property tax cut proposal is detrimental to state aviation revenues

TDA recently learned that Midwest Express Airlines has developed a proposal which would cut its taxes significantly, and negatively affect state aviation revenues.

The proposed Midwest Express amendment to Wisconsin's ad valorem property tax would apply to all airlines; statewide, total airline property tax revenue would be reduced approximately 60% (\$5 million).

Under this proposal, the 1998 Wisconsin allocation percentage for Midwest Express would drop from 36% to 7%, a 80% decrease in the airlines' tax levy. Midwest Express airline property taxes would be reduced by \$1.2 million - from \$1.5 million to \$300,000.

Midwest Express, based in Milwaukee, is the leading user of Wisconsin airport facilities. They provide over 100 regular and commuter flights daily at Mitchell International and have feeder routes

at seven of Wisconsin's nine air carrier airports.

How Wisconsin funds aviation improvements

Following is a simplified overview of how Wisconsin airport improvement projects are funded.

Federal aid eligible projects.

Wisconsin airports are eligible for federal aid when they are included in the National Plan of Integrated Airport Systems. If a project is financed with federal aid, the costs which exceed the federal government's portion are shared equally by the local government and state.

State aid eligible projects. Airports included in the State Airport System Plan (100 airports at present) are eligible for state aid. For projects not financed with federal aid, the state may pay up to 80 percent of the total project costs with the balance provided by local government.

State aeronautics revenue sources

Three sources of state aviation revenues are deposited into the Transportation Fund, ad valorem property taxes, aircraft registration fees and aviation fuel tax. Since airlines pay the ad valorem property tax they are exempt from registration fees and the \$.06 per gallon fuel tax.

Airline property tax revenues provide 77% of state aviation revenues; this new proposal would reduce total state aviation revenues approximately 50%

Impact shifts to local governments

Looking at how Wisconsin funds aviation, it logically follows that less state aid would lead to much larger local government costs for airport projects, or in some cases postponement or cancellation of needed projects. Ultimately, it could negatively impact Midwest Express, with lowered maintenance of the airport infrastructure it needs in Wisconsin.

Agreement on spending \$241 million splits funds in half

A long and controversial standoff over \$241 million of federal ICE (Interstate Construction Estimate) funds has finally ended. The 8-year debate between Governor Thompson and local officials from Milwaukee County and the City of Milwaukee ended with a spending plan that invests in the Marquette Interchange; 6th Street Viaduct; local streets to replace the Park East Freeway; transit projects in the Wisconsin Center District and Lakeshore Park improvements (see table on right).

Wisconsin was promised the \$241 million in a settlement with FHWA about 10 years ago, as an Interstate-substitute project. The fol-

low-up planning studies proposed a \$1.9 billion East-West Corridor project that included I-94 reconstruction with HOV lanes, expanded bus service, and light rail transit. This is when the feud started... Milwaukee City and County officials felt the money should go toward the light rail system, Waukesha County and state officials thought the funds should be used for the highway portion.

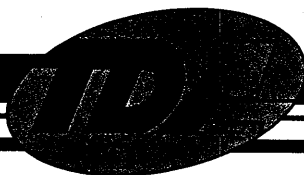
The standoff lasted until this April, when Congress scheduled a forced end to the dispute.

This led to the agreement between state and local officials that gave each side half of the money to spend on mutually agreed-upon projects.

Spending plan agreement breakdown

(\$ in millions)

Project	ICE Funds	Matching Funds	Total project
6th Street Viaduct	\$36.6	\$23.6	\$60.2
Marquette Interchange rebuilding	\$75.2	\$384.8	\$460.0
Park East Freeway modifications	\$6.8	\$18.3	\$25.1
Wisconsin Center District transit projects	\$91.5		
Lakeshore Park improvements	\$2.0		
Total ICE Fund distribution	\$241.0		



TDA presents awards at 1999 annual meeting



Transportation Service Award
Emmer Shields, Ashland County
Highway Commissioner



President's Award
Mary Ellen O'Brien
1998-99 TDA President



Transportation Service Award
Hank Ellison, Wisconsin Earth
Movers Association
Executive Director

Thanks to outgoing board members

TDA wishes to recognize the outgoing board members for their time and dedication to the association:

Mark Arentsen, Shawano
County

Dewey Wegner,
International Union of
Operating Engr.-Local 139

Roger Laning, Sheboygan
County

Kurt Bechtold, Payne &
Dolan Inc.

Sue Courter, Michels
Materials, Inc.

David Vaclavick, City of
Appleton

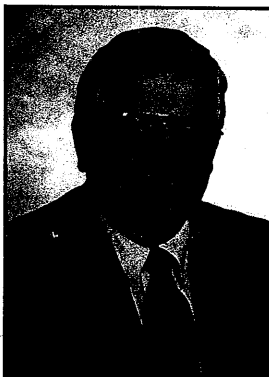
Donald Hoeft takes office as 22nd TDA President

Austin Straubel International (Green Bay) Airport Director, Donald Hoeft started his tenure as TDA President following the annual meeting. The first association president from the aviation industry, Hoeft is looking forward to serving as TDA President.

"Having had considerable experience in the political environment as well as government appointed committees, it strikes me as exceptional that the extremely diverse membership of TDA continues to work so well together and speak with a relatively unified voice. It is incumbent on the leadership of TDA to continue this phenomenal success, and to work towards bringing more voices into the already diverse mix," Hoeft said.

Airport Director since 1982, Hoeft has administered in excess of \$25 million in transportation related construction projects, including \$15 million in terminal building renovation and addition over the past 17 years. He has been a TDA member for seven years and served on the TDA Board of Directors for the last five years. Hoeft is a member of the Brown County Transportation Technical Advisory Committee, American Association of Airport Executives and Wisconsin Airport Manager's Association.

"Mutual respect of each other and each other's positions is, after all, what the entire membership of TDA represents. I look forward to a year of continued hard work and success," Hoeft concluded.



TDA Annual Meeting Sponsors

TDA extends its gratitude to the sponsors who helped make the 1999 annual meeting possible:

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Transportation Term

Transportation Management Area (TMA)

An urban area with a population over 200,000 or other area when TMA designation is requested by the Governor and the MPO (or affected local officials), and officially designated by the FHWA and FTA. TMA designation applies to the entire metropolitan planning area.

New rail loan initiative

A new federal rail direct loan and loan guarantee program has been announced by the U.S. DOT. The program could provide up to \$3.5 billion in loans, including \$1 billion for projects primarily benefitting short-line and regional railroads.

The Railroad Rehabilitation and Improvement Financing Program (RRIF), was authorized under TEA 21. RRIF funding may be used to improve railroad infrastructure, develop new intermodal & railroad facilities, and refinance railroad debt.

Sec. Thompson testifies on TEA 21 streamlining provisions

Wisconsin Secretary of Transportation Charles Thompson testified before the Senate Transportation and Infrastructure Subcommittee on the implementation of TEA 21 streamlining/planning provisions. The overall theme of his message was "make it simple and make it work."

Thompson, who is chair of AASHTO's Environment Committee, emphasized, "The public has a right to expect that the record levels of funding you have made available will be put to use to improve safety and mobility, without unnecessary delays and layers of review."

AIP extended once again No closer to FAA multi-year reauthorization

Congress has approved another short-term AIP extension to buy more time for long-term reauthorization negotiations. The new two-month extension, which runs until August 6, was included in the Emergency Supplemental Bill approved by Congress and is awaiting the President's signature.

Impact on Wisconsin

According to the Wisconsin Bureau of Aeronautics (BOA), the state has yet to receive its funds from the March 1997 extension. So, what is standing for the new August extension expected? Based on past experience, BOA speculates funds from the newest extension will be received until the fall, this would mean the construction season, likely pushing many of the years planned into next year.

Status of reauthorization effort

The Transportation and Infrastructure Committee is currently reviewing its AIR 21 bill.

(Aviation Investment and Reform Act for the 21st Century), looking specifically to lower the bill's funding levels. Projections at this time are that the annual funding for the AIP will be lowered from \$5 billion to \$4.1 billion per year. These concessions are being made as many in the house, (Budget Committee and appropriators) were concerned about its funding levels.

At this point, AIR 21 still contains language which would take the aviation trust fund off budget. However, Transportation Appropriations Subcommittee members have indicated they are keeping close tabs on lawmakers who co-sponsor the legislation to take the trust fund off budget. Co-sponsors may risk their seats as early as next year.

Court says EPA went too far in air quality standards

The U. S. Court of Appeals for the District of Columbia has ruled that the EPA must reconsider the tougher ozone and particulate matter air quality standards issued in 1997. The impacts of this decision could have a widespread impact on other environmental regulations.

The court struck down the new eight-hour ozone standard (air must contain less than 0.085 parts per million of ozone measured over an eight-hour period), which was significantly tighter than the current one-hour standard (0.12 ppm over a one-hour test period). A recent analysis projected that under the new standard, 315 counties in 34 states, including several in southeastern Wisconsin, would probably be found in violation of the eight-hour standard next year when instituted by EPA. A likely sanction for areas in violation of air quality standards is withholding of federal transportation funds.

The decision found EPA, in interpreting the Clean Air Act, had stepped into an unconstitutional delegation of legislative power. EPA failed to show scientific evidence that its 0.08 level of ozone was more beneficial for public health than any other level. EPA is likely to file an appeal.

Transportation Tidbits

Rail passengers honor Gov.

Thompson

The National Association of Railroad Passengers presented the George Falcon Golden Spike Award to Governor Tommy G. Thompson. The governor, who serves as Amtrak Board Chair, was recognized for championing intercity passenger rail improvements nationwide. NARP applauded his recognition of the need for a true national system and noted that he has devoted an "impressive amount of time...to his work as Chairman of Amtrak." NARP President John Martin said, "we particularly appreciate Governor Thompson's effective, persuasive and tireless efforts in carrying to Congress the message that passenger rail enjoys broad, bipartisan support. The Governor also deserves much of the credit for instituting a state passenger rail program in Wisconsin and for that state's leadership role in the Midwest Regional Rail Initiative."

Upcoming meetings & events

Upper Midwest Economic Development Course
July 18-23

University of Minnesota, Duluth

This program is accredited by the American Economic Development Council. For more information contact Sheilagh Amundsen, with the UMD Center for Economic Development (218)726-7975, or e-mail samundse@d.umn.edu.

Registrat. can be found online at [aed.umn.edu/ced/edc.html](http://www.aed.umn.edu/ced/edc.html)

Member news

MSA has announced changes in both its Madison and Baraboo offices. Mike Statz, P.E. has been promoted to team leader for transportation projects at the Madison office. In this capacity he will have project management and client coordination responsibilities. The Baraboo office has added Terry Lee and Chad Hayes as engineering technicians with MSA's Transportation Team.

Reports available

Local Cooperation to Maintain Roads and Streets

Wisconsin Legislative Audit Bureau

This best practices review looked at the use of cooperative agreements for the repair and maintenance of roads and streets. Local governments participated in this effort through a survey and interview process.

Cooperative efforts in road and street construction/repair have potential for substantial savings and improved service delivery for residents. Specifically, the report covered joint equipment ownership, group purchasing agreements and other resource-sharing agreements.

Several case examples of cooperative agreements are presented, with sample language from actual agreements appearing in the appendix. To order a complimentary copy contact the TDA office at (608)256-7044.

Send your member news, upcoming meeting fliers and reports available to TDA, Attn: Kelly Mitchell, 22 N. Carroll St. #102, Madison, WI 53703, for publication in the Transportation Tidbits section. Materials will be used on a space-available basis.

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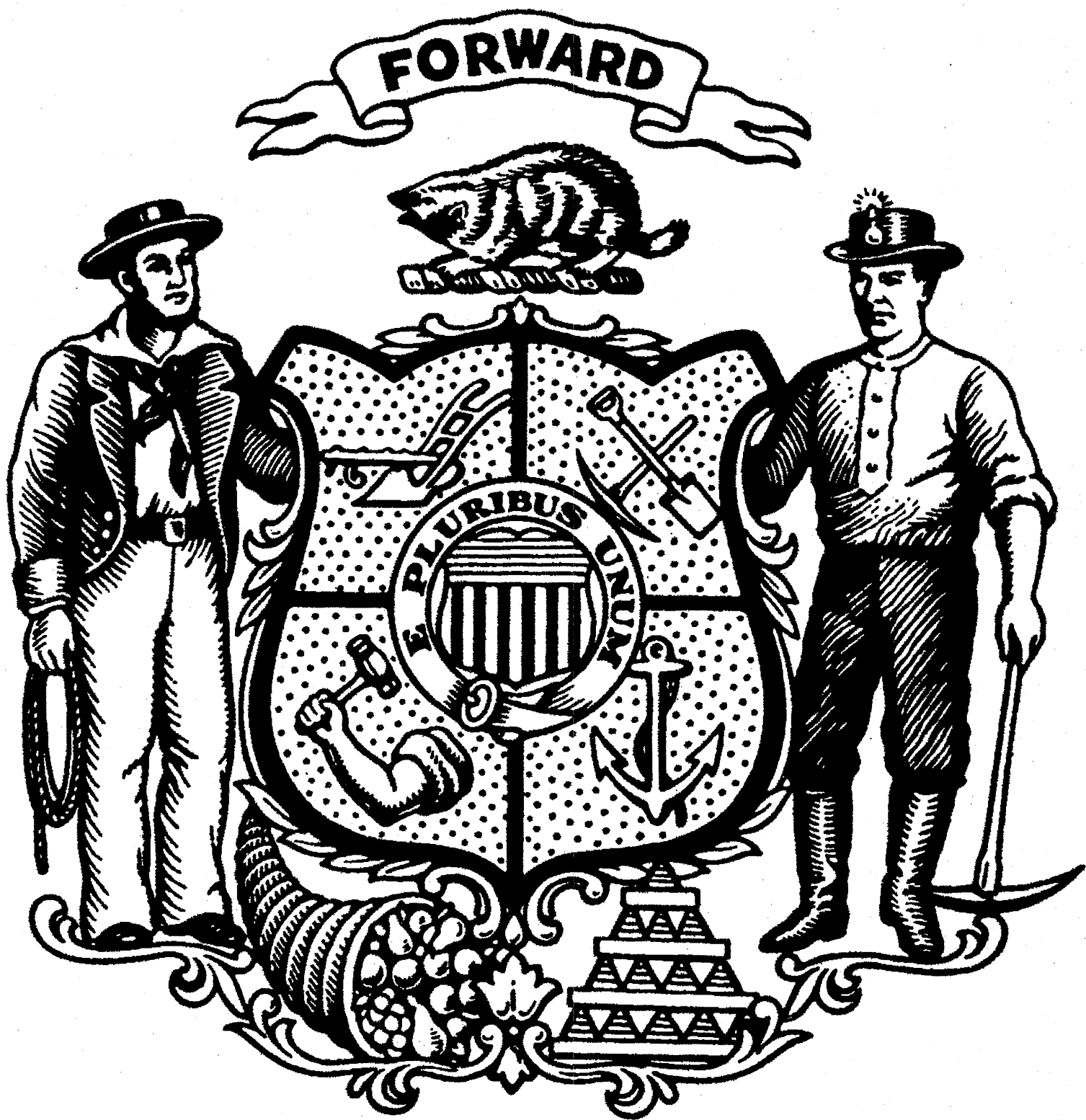
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Transportation Development Association of Wisconsin



END



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Mobile Home Registration and Titling
Assembly Substitute Amendment 1 to Assembly Bill 133

Delete mobile home registration language from the Department of Commerce

STRIKE

Page 1063, line 3 through page 1070, line 8

- LEAVES TITLING WITH COMMERCE -

Page 1048, line 3 and 4

Change Current Law

Exempt registration of mobile homes over 45 feet in length from registration by the Department of Transportation

AMEND

s.341.25 (25)(1)(i) Annual registration fees

For each mobile home having a length of 45 feet or less, and for each camping trailer having a gross weight of more than 3,000 pounds, a fee of \$15.

CREATE

s.341.05 When vehicles exempt from registration

(26) Is a mobile home exceeding statutory size under s.348.07(2)(c) .

PUBLIC TRANSIT AID

Background

- Transit aid is currently based on a percentage of transit systems' **current-year** expenses.
- The bill language in both the Assembly and Senate versions includes a JFC recommendation to use **prior-year** local costs (costs incurred during the second calendar year preceding the aid year) as the basis of the transit aid distribution.
- The Assembly included the Governor's recommendation to establish statutory benchmark aid levels for the combination of state and federal aid: 50% for Madison, 60% for other urbanized-area service, and 65% for service in non-urbanized areas. (Milwaukee was excluded).

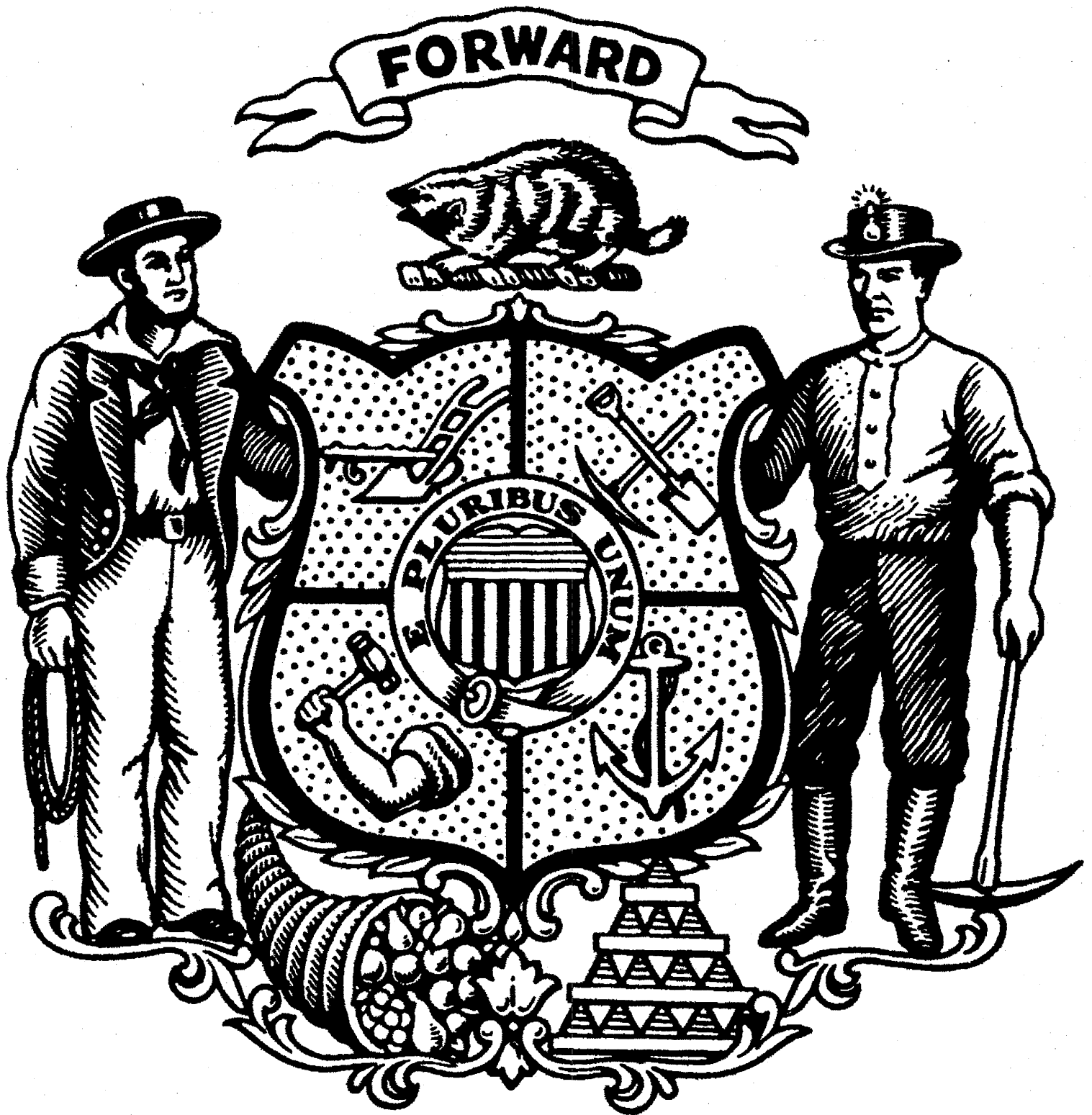
Problem

- The intent behind the Governor's 50%/60%/65% proposal was to **maintain current aid levels** by making greater use of federal aid. Current aid levels will not be maintained unless these percentages are applied to transit system's current-year expenses. However, the Assembly's language, requiring the use of prior-year costs, is ambiguous on this point (it does not say the use of prior-year costs applies only to determining state aid amounts).
- A second issue is language that provides for distributing state aid to cover a uniform percentage for all systems. Under the Governor's proposal, the original intent was that a uniform percentage would only occur in the unlikely event that available federal and state aid were not sufficient to provide all systems with the maximum aid levels.
- Because some Tier B systems (Waukesha, Washington, and Ozaukee Counties, and the cities of Monona and Waukesha) currently receive higher state aid levels than other Tier B systems, it would be useful to clarify that situation may continue, as an exception to the provision that all systems in a tier receive a uniform state share, provided all receive the maximum 60% or 65% through some combination of state or federal aid.

Proposed Solution

- To clarify the intent that all systems (even those not qualifying for equivalent federal aid) will receive the maximum aid level if overall federal and state funding for the tier is sufficient, insert language specifying, "Except as provided in s.85.20 (4m) (b) 2. [match provision for taxis], if sufficient state and federal funding is available, the department shall allocate to each eligible applicant an amount of **state aid** to ensure that the sum of state and federal aids for the projected operating expenses of each eligible applicant's urban mass transit system is equal to the maximum percentage specified [insert appropriate reference]. If sufficient state and federal aid is not available to fund the maximum percentage specified, the department shall allocate to each eligible applicant an amount of state aid equal to a uniform percentage, established by the department, of the operating expenses of each eligible applicant's urban mass transit system...."

END



END



*File
major projects file*

1999
??

JUL 20 1990

Wilfrid J. Turba

Member:

Committee on Agriculture
(Ranking Minority Member)
Committee on Education
Committee on State Affairs
Committee on Commerce &
Consumer Affairs

**State Representative
27th Assembly District**

July 19, 1999

The Honorable David Brandemuehl
Transportation Projects Commission
Room 413 North Hamilton
Madison, WI 53702

Dear Dave:

While I had hoped to attend the Transportation Projects Commission public hearing in Waukesha, I am instead submitting written comments, since I am attending an Assembly Agriculture Committee meeting in Madison today.

The project proposal, which would provide a four-lane divided STH 57 from I-43 to Random Lake, is as uncomplicated, straight forward, and economically justifiable as a highway project can be.

It is uncomplicated because most of the needed right of way is already in place, just waiting to be used. To fill the missing 10 mile four-lane link between I-43 and the four lanes of STH 57 in Sheboygan County makes good economic and good safety sense.

Other people at today's hearings have, I'm sure, presented current and projected figures on industrial and residential expansion in the area affected by this proposal. Of particular concern, would be the Plymouth area, which is currently experiencing phenomenal growth. A four-lane south-bound connection with I-43 is very important to the community and will certainly enhance the economy and safety of travel. Likewise, other communities along this route, particularly Random Lake, would benefit tremendously.

Thank you for your consideration of this long over-due project as you decide which proposals to approve.

Sincerely yours,

WILFRID J. TURBA
State Representative
27th Assembly District

WJT:day

Home: Route 2, Elkhart Lake, WI 53020 • (414) 894-2855

Office: Room 304 West, State Capitol, Box 8953, Madison, WI 53708 • (608) 266-8530

Legislative Hotline (toll free) 1-800-362-9696



AUG 26 1999

August 25, 1999

608/251-4456
608/251-4594(fax)

bfw@mailbag.com

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Madison, WI 53708

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Wisconsin State Assembly
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Madison, WI 53708

Representative Scott Jensen
Wisconsin State Assembly
P.O. Box 8952
Madison, WI 53708

Representative Jeff Stone
Wisconsin State Assembly
P.O. Box 8953
Madison, WI 53708

Dear Senator Chvala, Representative Jensen, Representative, Gard,
Representative Stone, Representative Brandemuehl:

I am writing to you regarding the language from The Legislative Audit Bureau's Comparative Summary, item #24 which reads:

"Prohibit DOT from approving grants under the transportation enhancements and surface transportation discretionary grant programs until after the enactment of the biennial budget act for the biennium in which the grants will be awarded, first applying to projects funded under the appropriations for these programs in the 2001-03 biennium. Specify that DOT may not approve grants for projects under these programs exceeding the amounts provided by the biennial budget act, except that DOT may approve additional grants to replace other projects if the Department determines that these other projects will not be completed with a reasonable time after the grant is awarded."

As the Executive Director of the Bicycle Federation of Wisconsin I respectfully ask that this language be removed from the biennium budget.

Road projects are planned many years in advance. The funding for roads is allocated many years in advance. A similar process should be followed bicycle facilities as they are a critical link in the transportation network. It is critical for the state, counties and municipalities to plan for their long-term transportation needs. Allocation of resources, preliminary engineering, contractual agreements, public hearings, and construction all take many months and many times years to complete.

The same is true for bicycle facilities. By restricting the amount of funding the DOT is able to grant, local communities will have a difficult time implementing their bicycle plans. This language will also cause an untold amount of additional work for local communities. Communities will be forced to reapply for enhancements funding many, many times before their project is funded. Meanwhile their long-term bicycle plans will be placed on hold. Fiscally, communities need to budget for the 20% local match on a long-term basis.

Currently, the enhancements program is a competitive grant process with a citizen advisory committee made up of bicyclists and local officials. This committee does a good job of evaluating the projects and recommending only the best ones to the DOT. The committee is sensitive to the geographical distribution of projects and recommends projects that are designed with safety in mind.

Bike projects are good for a community. They provide safe places for families to bike with small children, transportation links for bicycle commuters of all ages, and are great recreational facilities for the state. Many communities benefit from local bicycle facilities because bike trails bring in needed tourism dollars to small communities throughout Wisconsin.

Most counties and municipalities have long-term bicycle plans, which provide a good starting point in determining future bicycle projects. The Bicycle Federation of Wisconsin is willing to discuss long-term bicycling planning with you and members of the JFC in order to give legislators a better understanding of future bicycle projects.

If you have any questions regarding this letter, please call my office at 608/251-4456.

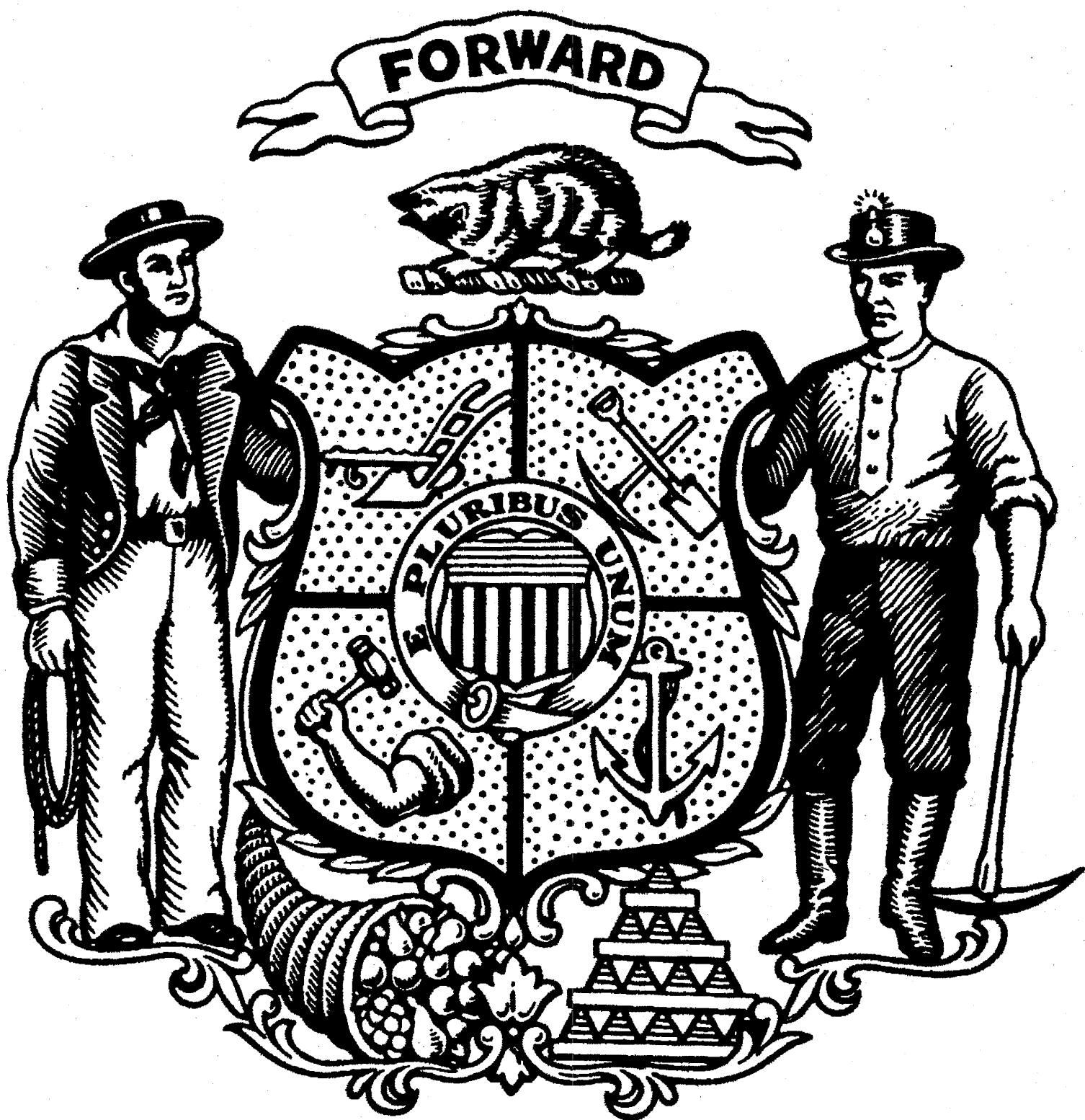
Sincerely,

A handwritten signature in black ink, appearing to read 'Jeanne Hoffman', with a stylized, flowing script.

Jeanne Hoffman
Executive Director
Bicycle Federation of Wisconsin

Cc: Senator Rude, Senator Burke, Senator George, and Senator Decker
Representative Foti, Representative Porter

END



END

Krause, Sheri

From: NMilhaupt@aol.com
Sent: Monday, August 30, 1999 3:05 PM
To: Rep.Brandemuehl@legis.state.wi.us
Subject: Transportation Budget

Dear Rep. Brandenmuehl:

Regarding the Legislative Audit Bureau's Comparative Summary, item #24 regarding Transportation enhancements:

Because I believe that the language of the item cited above will make it easier for legislators to take money out of the enhancements program for highways, and because I believe that highways already receive a large amount of funding and that bicycling and walking paths deserve some portion of the overall transportation budget, I am opposed to said language.

Because bike trails attract tourism dollars, provide safe places for families and children to recreate and pursue health, and support businesses associated with these activities, it is clear that we must protect funding sources for these facilities.

Please consider my opinion, and those of others in your own district who share my opinion, when working with the transportation budget.

Thank you for your time and consideration.

Sincerely,

Nick Milhaupt
1038 E Eldorado St
Appleton WI 54911-5768
920-731-2261
NMilhaupt@aol.com

Krause, Sheri

From: George Perkins [gperkins@meriter.com]
Sent: Tuesday, August 31, 1999 9:10 AM
To: rep.brandemuehl@legis.state.wi.us
Subject: Enhancements Language in State Transportation Budget

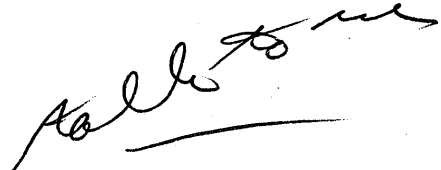
Dear Representative Brandemuehl,

I am contacting you regarding language in the Assembly's version of the state transportation budget which is very bad for local transportation enhancement planning. The Senate and Assembly conference committee should modify the transportation budget to remove language that undermines all the good things about the transportation enhancements program.

I am referring specifically to The Legislative Audit Bureau's Comparative Summary Item #24, which reads in part, "Prohibit DOT from approving grants under the transportation enhancements and surface transportation discretionary grant programs..." Item #24 would make it easier for funds to be transferred from enhancements (where the funds are intended) to other politically-motivated uses, such as highways. The language in Item #24 should be removed.

- The enhancements program is a competitive grant process with a citizen advisory board and already does a good job of evaluating how to use the funds.
- Local communities need to plan on a long-term basis and should not have their enhancement funds held hostage to a political process.
- Local communities should not have to re-apply for funds to DOT (adding another grant review step within DOT will delay projects and add more work on local community staff)
- Most local communities already have long-term bicycling plans, they don't need another review by DOT.
- Bike projects are good for local communities and the state. They provide safe places for families to bike, a great recreational facilities, bring in tourism dollars, reduce pollution, improve safety, etc.

George J. Perkins
2219 Chadbourne Avenue
Madison, WI 53705
geoperkins@earthling.net (home)



George J. Perkins
Manager, Networks

Information Systems Department

McConnell Hall

608-267-6521 (voice)

608-267-6070 (receptionist)

608-267-6570 (fax)

gperkins@meriter.com (e-mail)

Meriter Health Services, Inc.
202 South Park Street
Madison, WI 53715-1507

Visit us on the world wide web: www.meriter.com

Krause, Sheri

From: Giese, Mark M - RACIWI [m.m.giese@modine.com]
Sent: Wednesday, September 01, 1999 12:24 PM
To: sen.plache@legis.state.wi.us
Cc: wisgov@mail.state.wi.us; bfw@mailbag.com; Sen.Chvala@legis.state.wi.us;
Sen.George@legis.state.wi.us; Rep.Gard@legis.state.wi.us;
Rep.Stone@legis.state.wi.us; Rep.Brandemuehl@legis.state.wi.us;
Rep.Jensen@legis.state.wi.us; Sen.Burke@legis.state.wi.us;
Sen.Decker@legis.state.wi.us; Sen.Rude@legis.state.wi.us
Subject: Promote bicycle facilities

Mark M. Giese
1520 Bryn Mawr Ave.
Racine, WI 53403
USA
m.mk@juno.com

09/01/99

Sen. K. Plache
State Senate
Madison, WI 53707

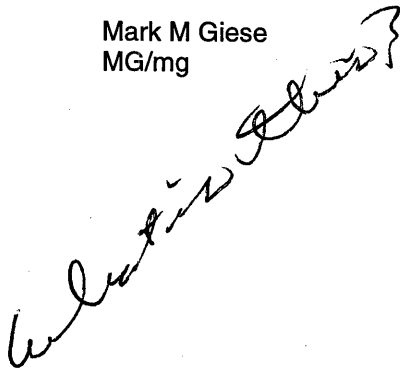
Dear Sen. Plache:

Please oppose Item 24 of the Legislative Audit Bureau's Comparative Summary on the basis that it is harmful to the funding of bicycle facilities which should instead be encouraged.

Thank you.

Sincerely,

Mark M Giese
MG/mg

A handwritten signature in cursive script, appearing to read "Mark M. Giese", written diagonally across the typed name and initials.

SYSTEM DATE 9/02/99
SYSTEM TIME 10:58:31

Legislature Assembly
OFFICE ACCOUNT

PAGE 23

Transportation Comm
THROUGH 08/99

	BUDGET	MONTH-TO-DATE EXPENDITURES	YEAR-TO-DATE EXPENDITURES	TRANSACTIONS BALANCE	% OF OFFICE ACCOUNT SPENT
Copies Using Auditor Card		1.20	412.20		
TOTALS FOR Highways & Trans Comm		1.20	412.20		

A SERVICE OF THE WISCONSIN TAXPAYERS ALLIANCE

THE WISCONSIN taxpayer

OCT 05 1999

Also in this issue:

Tax Amnesty Fails?

A Solution to Tax-Rate Confusion

Capitol Restoration Costs

State Ag Exports \$1.2 Billion

Property Values Up 7.1%

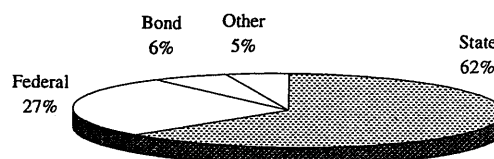
State Transportation: An Overview

An estimated \$2.0 billion will be spent this year on transportation by the Wisconsin Department of Transportation (see below). Most of the funding comes from state taxes (62.0%), followed by federal aid (26.9%), bonding (6.2%) and other sources such as interest income (4.8%).

Total Transportation Revenues

Fiscal Year 1999

Budget = \$2.0 Billion, Estimated



STATE REVENUES

Gas Tax

Of the total \$1.2 billion collected in state taxes and fees, the gas (motor fuel) tax accounts for the largest share (64.4%). Combined with registration

FAST FACTS

Tax Amnesty Fails?

When the legislature enacted a state tax amnesty last year, it was hoped it would boost tax collections by \$40 million. Final figures from the state Department of Revenue show collections (\$30.1 million) fell short. Some knowledgeable sources even suggest the net impact might be nil. This is because future collections will be reduced due to accelerated delinquent payments. □

A Solution to Tax-Rate Confusion

One frustration for taxpayers is that talk of lower property tax rates is often followed by a bigger tax bill. As property values rise, more tax revenue is often generated with the same or even a lower tax rate.

What would the tax rate be if the tax levy—the total property taxes governments collect—stayed the same as last year? Minnesota residents will soon find out.

A new Minnesota law requires cities and counties to certify the tax rate resulting from the current year's property assessments and the prior year's tax levy. If a higher tax rate is sought, the governing body must pass a resolution approving the new rate at a public meeting. The "same-levy" tax rate requirement, supporters argue, gives citizens another chance to influence tax policy and provides a tool for comparing changes in the annual property tax burden. □

Source: Minnesota Taxpayers Association.

Capitol Restoration Costs

Restoration of the State Capitol in Madison was started in 1979. To date, \$75.1 million has been spent. Recently, another \$59.5 million was allocated to finish the job, for a total of \$134.6 million. □

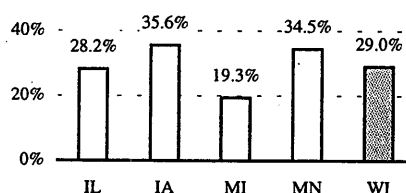
Source: Wisconsin Legislative Fiscal Bureau.

State Ag Exports \$1.2 Billion

Wisconsin businesses exported \$1.2 billion of agricultural products in 1997, 15th highest in the nation. Agricultural exports from Wisconsin grew 29.0% between 1993 and 1997, compared to 33.8% nationally.

Neighboring states have also been experiencing strong growth in farm exports (see chart). □

Agricultural Exports
Percent Growth 1993 to 1997



Source: U.S. Department of Agriculture.

THE WISCONSIN taxpayer

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The Wisconsin Taxpayers Alliance is the state's oldest and most respected private government-

research organization. Since 1932, the WTA has promoted better government and an informed citizenry through its publications and extensive school lectures. It provides consulting on government and tax issues to public officials, the news media and various groups. Nonprofit and nonpartisan, the WTA is supported by individuals, foundations and businesses; it is affiliated with no other organization—national, state or local.

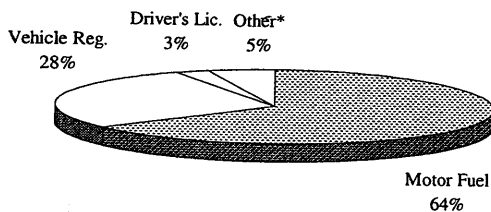
State Transportation: An Overview

Continued from page 1

State Transportation Revenues

Fiscal Year 1999

\$1.2 Billion, Estimated



* Includes: aeronautics, 1%; railroad, 1%; motor carrier, 0.3%; and miscellaneous, 3%.

fees, these account for over 90% of the state's transportation revenues (see chart above).

In 1974 and 1979, Wisconsin's fuel tax rate was 7¢ (see table opposite). State lawmakers increased the rate from 9¢ per gallon in 1980 to 13¢ in 1981, to 15¢ in 1983 and to 16¢ in 1984. Between 1979 and 1984, revenues increased almost 87%.

Since 1985, fuel tax rate changes have been more modest, due mainly to "indexing." Indexing refers to state law that provides for annual automatic change in the rate. Currently, the gas tax rate changes each April 1 at the two-year average rate of inflation.

Exceptions to automatic annual gas tax adjustments were: 1987, when the rate was raised from 18¢ to 20¢ per gallon; 1991, when indexing was suspended due to increased federal aid; 1993, when the gas tax was raised at the combined 1992/1993 adjustment; and 1997, when it was raised 1¢ per gallon in addition to an indexing increase.

Other Fuel Taxes. Diesel fuel and gasoline are taxed at the same rate as gasoline. The aviation fuel tax has remained at 6¢ per gallon since the early 1980's. In 1997, the tax rates on alternative fuels—liquefied petroleum (LPG) and compressed natural gas (CNG)—were modified. The current rates per gallon are 18.9¢ for LPG and 20.6¢ for CNG. Finally, a 3¢ per gallon petroleum inspection fee is charged for oil storage tank cleanup (see page 9).

Gas Tax Compared. The gas tax is a segregated revenue. All its collections are spent on transportation. Other leading state taxes go to the general fund and are used for a variety of programs.

Gas Tax Rates and Revenues

Selected Fiscal Years, 1974 - 1999

Year	Rate Per Gal.	Revenues		
		Amt.	% Chg.	
			Annual	5-Year
1974	7.0¢	\$155.8		
1979	7.0	183.7		17.9%
1984	16.0	343.1		86.8
1989	20.8	516.8		50.6
1990	21.5	528.2	2.2%	
1991	22.2	545.7	3.3	
1992	22.2	567.9	4.1	
1993	23.2	589.4	3.8	
1994	23.1	634.6	7.7	22.8
1995	23.4	651.2	2.6	
1996	23.7	672.5	3.3	
1997	24.8 ¹	692.9	3.0	
1998	25.4	740.2	6.8	
1999	25.8	785.6*	6.1	23.8

* Estimated. ¹ Effective November 1.

Total Transportation Revenues, Fiscal Years 1989 Through 1999
(Dollars in Millions)

Source	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999*	% Chg. 89-99
State Revenue												
Motor Fuel Tax	\$516.8	\$528.2	\$545.7	\$567.9	\$589.4	\$634.6	\$651.2	\$672.5	\$692.9	\$740.2	\$785.6	52.0%
Registration	175.1	183.9	178.8	236.1	249.0	260.9	270.2	277.3	279.9	324.7	341.3	94.9
Driver's License	15.7	16.2	16.6	21.5	20.4	20.6	20.9	21.4	22.5	26.7	30.8	96.5
Other MV	26.9	27.6	22.4	18.4	15.7	19.3	24.3	26.9	26.5	28.8	40.4	50.2
Railroad	5.8	8.2	7.3	7.8	8.0	8.6	12.8	28.6	12.3	10.0	10.3	78.7
Aeronautics	7.0	8.5	9.8	10.6	9.0	10.8	11.0	10.1	10.5	8.2	7.7	10.8
Motor Carrier	2.9	3.2	3.1	3.2	3.4	3.0	3.1	3.0	2.8	3.0	3.1	3.7
Subtotal	\$750.2	\$775.8	\$783.8	\$865.6	\$894.8	\$957.9	\$993.5	\$1,039.8	\$1,047.4	\$1,141.6	\$1,219.2	62.5%
Federal Revenue												
Bond Funds	\$226.7	\$229.8	\$230.0	\$279.3	\$315.9	\$372.0	\$380.3	\$371.5	\$354.7	\$489.9	\$524.9	131.5%
Other Funds	47.1	57.7	71.0	106.6	99.3	169.3	103.3	114.3	117.1	117.1	117.1	148.3
Other Funds	33.6	33.5	35.0	45.5	48.2	78.9	78.8	77.4	77.4	96.7	90.0	167.5
Total	\$1,057.6	\$1,096.8	\$1,119.8	\$1,296.9	\$1,358.1	\$1,578.1	\$1,556.0	\$1,602.9	\$1,596.5	\$1,845.3	\$1,951.2	84.5%

* Estimated.

As a source of state revenue, the gas tax trails only the individual income and general sales taxes. In 1999, Wisconsin gas tax collections were estimated at \$785.6 million, compared to individual income (\$5.2 billion) and general sales tax (\$3.2 billion) collections. Corporate income tax collections (\$635.0 million) were fourth largest.

Over the past decade, gas tax collections grew 52.0%, trailing all but corporate income (41.6%). Individual income tax collections grew the most, 101.5% (see chart below).

Vehicle Registration

Annual registration fees on automobiles, trucks, trailers, farm vehicles (tractors and

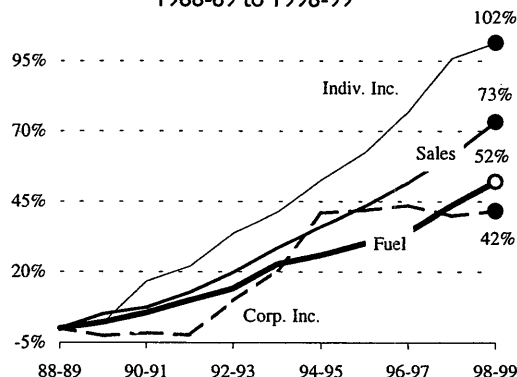
trailers), mobile homes and buses amounted to \$341.3 million in 1999.

The current annual automobile registration fee is \$45. For trucks, tractor trailers and buses, the fee is based upon weight, with the current schedule ranging from \$48.50 annually to \$1,969.50, plus an \$18 surcharge for truck tractors. Public and school buses pay \$5 every five years. Other registration fees include: semitrailers, \$50 for permanent registration; farm trucks 12,000 pounds or less, \$45 for two years; other farm trucks and farm trailers, by weight; mobile homes, \$15; motor homes, by weight; and mopeds and motorcycles, \$23 for two years.

Other registration revenue sources include personalized license plates at \$15 annually. The state also charges variable one-time fees for special license plates, such as university and sesquicentennial license plates. A fee of \$21 is charged for new automobile titles.

Automobile registration rose from \$25 to \$40 in 1992 and to \$45 in 1998 (see table on page 5). Excluding those two years, annual growth in collections was highest in 1993 (5.4%) and actually fell in 1991 (-2.7%). As a percentage of total state transportation revenues, registration fees have risen from 23.3% in 1989 to 28.0% in 1999.

Cumulative % Chg. in Collections
1988-89 to 1998-99



Automobile Registration Fees

Fiscal Years 1989 - 1999 (\$ in Millions)

Year	Regis. Fee	Revenues		
		Amt.	% Chg.	% Bonding
1989	\$25	\$175.1	-	11.9%
1990	25	183.9	5.0%	12.9
1991	25	178.8	-2.7	13.3
1992	40	236.1	32.0	13.0
1993	40	249.0	5.4	14.4
1994	40	260.9	4.8	15.8
1995	40	270.2	3.6	18.9
1996	40	277.3	2.6	21.1
1997	40	279.9	0.9	24.5
1998	45	324.7	16.4	22.1
1999	45	341.3*	5.1	24.3

*Estimated.

Revenue Bonds. The state also issues revenue bonds for highway development. These bonds are paid for by a portion of automobile registration fees. The portion allocated to bonding has grown steadily from 11.9% in 1989 to 24.3% in 1999.

License Fees

Fees for the issuance, renewal or reinstatement of regular operating, chauffeur, bus driver and motorcycle licenses totalled \$30.8 million in 1999. In 1998, the renewal periods were increased from four to eight years. The current fee for renewal of a regular driver's license (Class D) is \$24. Motorcycle license renewals are \$8, and commercial licenses are \$64.

Other Revenues

In 1999, the state collected \$61.5 million (or 5.0% of total state transportation revenues) from other sources, include limousine service charges, vehicle rental fees, traffic violation revenues, and airline and railroad taxes. Air carriers and railroad operators are charged property taxes equal to the statewide average net property tax rate times the equalized valuation of the

property. Air carriers also pay a registration fee and 6¢ per gallon for aviation fuel.

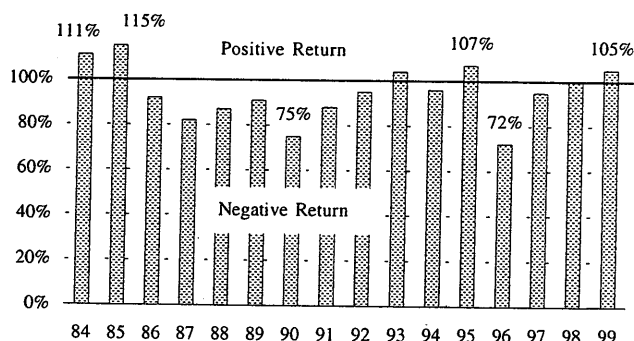
FEDERAL REVENUES

Total federal transportation aid to the state was an estimated \$524.9 million in 1999 (see table on page 4). Federal aid has grown as a portion of total revenues from 22.2% in 1997 to 26.9% in 1999. Wisconsin's estimated 1999 federal revenues are highest since 1984 when they were 28.6% of all revenues.

Over the past 15 years, federal aids as a percentage of total Wisconsin Department of Transportation (DOT) revenues were lowest in 1991 (20.5%) and have generally risen since. The rise was due largely to passage of two federal laws: the Intermodal Surface Transportation Efficiency Act, which was in effect from 1992 through 1997; and the T-21 Transportation Equity Act for the 21st Century, which will be in effect until 2003.

Both laws increased federal aid to Wisconsin. Historically, the state had received only 80% of the amount it paid in federal gas taxes. Wisconsin received more federal aid than taxes paid in 1984 and 1985 (see below). It was not until 1993 that this ratio was again surpassed. Since 1993, Wisconsin's federal transportation aids have ex-

Federal Aids to Wisconsin
As % of Federal Gas Taxes Paid, 1984 - 1999



State Transportation Expenditures, Fiscal Years 1989 Through 1999

(Dollars in Millions)

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999*	% Chg. 89-99
State Hwys.	\$488.9	\$526.9	\$547.6	\$633.6	\$637.4	\$685.5	\$708.0	\$730.1	\$738.7	\$835.2	\$911.7	86.5%
Local												
Trans. Aid	269.0	280.4	297.2	312.5	329.3	346.4	364.3	391.2	394.8	428.0	466.8	73.5
Local Cap.												
Assist.	106.3	113.2	113.1	141.0	146.6	284.7	215.9	203.4	203.9	266.3	264.5	148.8
State Op.	123.6	136.1	137.3	142.8	148.2	160.5	166.7	160.2	163.3	175.7	183.0	48.1
Debt Serv.	42.6	44.4	43.5	47.8	50.1	50.8	61.5	67.3	75.6	78.7	87.4	105.2
Other	26.0	25.6	27.5	35.2	40.0	52.1	55.7	59.1	57.3	42.7	43.8	68.5
Total	\$1,056.4	\$1,126.6	\$1,166.2	\$1,312.9	\$1,351.5	\$1,579.9	\$1,572.1	\$1,611.3	\$1,633.5	\$1,826.6	\$1,957.2	85.3%

* Estimated.

ceeded the amount of gas taxes paid in 1995, 1998 and 1999.

In 1999, most federal aids (46.4%) went for highway development (\$40.9 million) and rehabilitation (\$203.0 million). Other programs include airport and railroad administration, transit and safety.

BONDING

At \$117.1 million in 1999, bonding revenues trail state and federal transportation aids. Yet, over the past 15 years, transportation bonding has grown more rapidly than any other revenue source (see chart below). Between 1984 and 1999, bonding revenues rose 377.7%, while total transportation funding grew 232.2%.

Two types of bonds are used to fund transportation: general obligation bonds,

which are backed by the credit of the state; and revenue bonds, which are guaranteed by a portion of registration fees.

Over the past 15 years, the state has shifted from using general obligation bonds to revenue bonds. In 1984, Wisconsin spent \$7.1 million to repay revenue bonds. In 1999, these amounted to \$82.8 million. Conversely, it spent \$20.8 million for general obligation bond payments in 1984 and \$6.9 million in 1999. The rise in the state's use of revenue bonds was a factor in the 1998 registration fee increases.

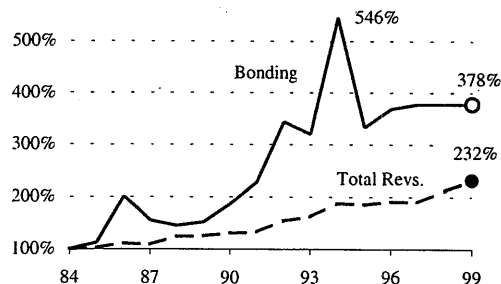
EXPENDITURES

Two-Year Budget

The proposed 1999-2001 DOT budget is one of seven state programs with annual expenditures of more than \$1 billion (see table on page 7). The DOT's "all funds" budget accounts for \$3.9 billion (9.5%) of total state spending and is surpassed only by: Public Instruction (\$9.5 billion, mostly school aids); Health and Family Services (\$8.8 billion); and the University of Wisconsin System (\$5.8 billion).

The DOT's 3,915.4 full-time equivalent employees represent 6.0% of all state employees. Only three state departments have more employees: the UW System; Health and Family Services; and Corrections.

Cumulative Rise in Trans. Revenues
Bonding and Total, 1984 - 1999



Wisconsin's "Billion-Dollar" Programs
Joint Committee on Finance Proposal, 6/99
Two-Year Budgets (\$ in Millions)

Agency	1999-2001 Budget	2000-01 Employ's*
All Agencies	\$41,194.6	65,430.5
Public Instruction	9,523.0	619.8
Health & Family Serv.	8,777.6	6,703.5
UW System	5,751.6	28,158.1
Transportation	3,913.1	3,915.4
Shared Revenue	3,739.9	na
Workforce Development	2,101.1	2,418.7
Corrections	1,662.0	9,445.5

* Full-time equivalent employees.

Current Spending

In fiscal 1999, an estimated \$2.0 billion was spent on transportation (see chart below). State highway spending was \$911.7 million, followed by local aids (general, \$466.8 million, and capital assistance, \$264.5 million), state operations (\$183.0 million) and debt service (\$87.4 million).

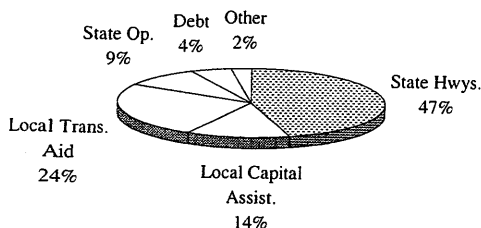
State Highways

The DOT's primary responsibility is 11,838 miles of state highways (including Interstates), which represent 10.6% of the total 111,950 road miles in Wisconsin. The remaining 100,112 miles, maintained by local governments, are: county highways, 17.5%; town roads, 55.1%; municipal streets, 14.6%; and park forest and county roads, 2.2%.

Transportation Expenditures

Fiscal Year 1999

Total = \$2.0 Billion, Estimated

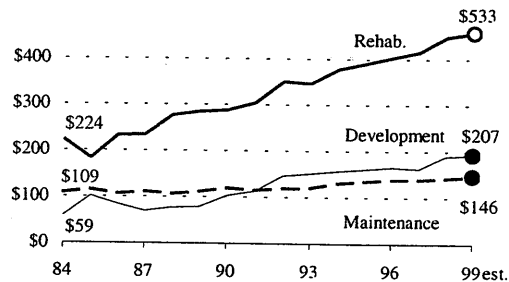


The state highway program has three main components: state highway rehabilitation; major highway development; and state highway maintenance and traffic operations. At \$533.0 million in 1999, state highway rehabilitation spending was more than double development and almost three times more than highway maintenance (see chart below).

Highway Rehabilitation. Often referred to as the "3R" program, it includes resurfacing, reconditioning and reconstruction of existing highways and bridges. Resurfacing replaces existing road surfaces to add life to the pavement. Reconditioning is more extensive and may entail widening a road or improving intersection safety. Reconstruction involves total rebuilding of a road. This may be necessitated by deteriorated conditions, highway modernization or both.

State Highway Expenditures

1984 - 1999 (\$ in Millions)



Rehabilitation projects are largely paid by the state (\$254.4 million in 1999) and federal governments (\$276.7 million). Local funding provides \$2 million. To be eligible for federal funding, the state must submit a long-term multi-modal transportation plan. Wisconsin's plan is called *Translinks 21*.

Major Highway Development. Major highway development projects are those in excess of \$5 million and consist of: construction of a new highway 2.5 miles or more in length; relocation of 2.5 miles or more of

General Transportation Aids
By Type, 1988 - 1998

Year	Share of Costs			Mileage-Based		
	Co's	Muni's	No. of Muni's	Rate/ Mile	Share of Cost	No. of Muni's
1988	30.2%	24.2%	687	\$ 750	44.7%	1,161
1989	30.4	24.3	687	750	45.5	1,161
1990	30.0	24.0	674	810	47.0	1,174
1991	30.0	24.1	629	900	48.8	1,217
1992	28.9	23.1	611	1,000	50.6	1,235
1993	28.1	22.5	594	1,100	51.8	1,254
1994	27.7	22.2	581	1,200	52.6	1,267
1995	27.6	22.2	571	1,275	52.6	1,277
1996	27.0	21.4	573	1,350	51.4	1,275
1997	26.6	20.8	577	1,390	50.4	1,273
1998	28.2	22.5	574	1,432	53.1	1,276

an existing highway; addition of one or more lanes at least five miles in length; or improvement of at least 10 miles of existing divided highway to freeway standards.

The DOT provides a list of major highway projects to the Transportation Projects Commission (TPC), which makes recommendations to the governor and legislature. The TPC scores each project based on its: enhancement of Wisconsin's economy; improvement of highway safety and of highway services; environmental impact; and community objectives.

Revenue bonds are the largest source of highway development revenue. In 1999, they accounted for 53.3% (\$110.5 million) of total revenues, followed by state (\$41.2 million) and federal (\$55.6 million) funds.

Maintenance. Maintenance expenditures include: snow and ice removal; pothole filling and shoulder repair; minor bridge work; upkeep of waysides; and weed and litter control. Most maintenance work is done by counties under state supervision.

Local Transportation Aid

Most local transportation aid is for general purposes (71.1%). The remainder is

for local transit (21.1%) and other aids such as elderly and disabled transportation programs, lift bridges, flood damage and county forest roads (7.8%).

General Transportation. General aid is paid to counties and municipalities for the maintenance, improvement and construction of local roads. Aids are distributed under two formulas: share of costs and mileage. Counties receive only share-of-costs aid, while municipalities receive payments based on either share of costs or mileage, whichever is greater.

Local cost payments are based on a six-year local spending average. Eligible road-related costs include maintenance (snow plowing, traffic control devices and general road upkeep), construction and other associated costs. These other costs consist of machinery and vehicles, debt service, building expenditures for road-related purposes, street lights and police.

Mileage aid is computed by multiplying the number of miles of road or street belonging to a municipality by a specified rate per mile (\$1,596 in 1998).

Annual transportation aid to counties and municipalities is limited to 115% of the prior year's payment. Counties are guaranteed at least 98% of the prior year's payment, while municipalities are guaranteed at least 95%. In 1999, two counties and 142 municipalities lost aid due to the maximum growth provision; 25 counties and 96 municipalities received additional aid under the minimum guarantee.

Most municipalities receive higher transportation aids under the mileage-based formula (see table above). In 1998, 1,276 received mileage aid versus 574 that received share-of-costs aid.

Towns have benefitted most from changes in share-of-costs and mileage aids (see chart on page 9). Over the period

shown, general transportation aids to towns rose 216%, compared to 212% for villages, 153% for cities and 143% for counties. Total aid rose 169% during the period.

Transit and Elderly Aids. In fiscal 1999, 66 public bus and shared-ride taxi systems received \$84.7 million in state aid. From 1982 to 1996, state aid was distributed on a statutorily defined share of operating costs. Initially set at 30%, the state share was increased five times, including the final increase to 42% in 1992. Since 1994, state aid has varied with system size. Statewide average cost sharing was 43.8% in 1998.

The state provided \$7.2 million to counties, local governments and nonprofit organizations for the purchase of vehicles and to help offset the costs of providing transportation services to the elderly and disabled. County aid is distributed based on a county's share of the state's elderly and disabled population.

Capital Assistance

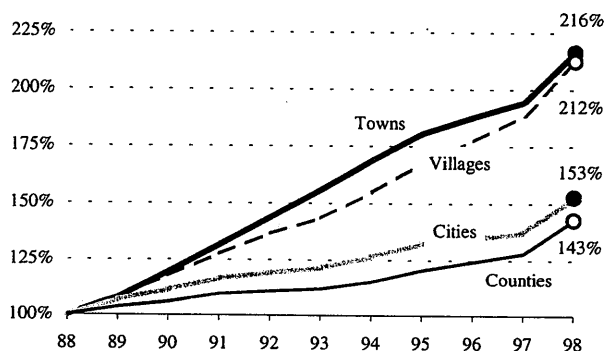
Local capital assistance, unlike general transportation aids, funds a variety of specific projects. These include local road rehabilitation and bridge replacement, and train-rail, airport and harbor assistance.

In 1999, local road and bridge aids accounted for 64.1% (\$169.5 million) of total capital assistance expenditures. Airport, rail and harbor assistance accounted for another 22.8% (\$60.4 million).

STATE COMPARISONS

Most Wisconsin travelers know gas prices are typically lower in other states. At 25.8¢ per gallon, Wisconsin's state gas tax leads all of its neighbors: Minnesota and Iowa (20.0¢); Michigan and Illinois (19.0¢); and Indiana (15.0¢). However, when all state and local gas taxes are added, Illinois leads the region at an estimated 37.7¢ per gallon

**Cumulative Growth in Gen. Transportation Aid
1988 - 1998**



(in Chicago). Wisconsin drops to second (28.4¢), followed by Michigan (25.1¢), Minnesota (22.1¢), Iowa (21.0¢) and Indiana (20.3¢).

Gas Tax

Wisconsin is frequently cited as a high gas-tax state. Based on 1998 figures, the Badger State had the ninth highest gas tax at 28.4¢ per gallon (see chart on page 10).

Leading the nation are Florida (38.5¢) and Illinois (37.7¢). At 8.0¢ per gallon, the mineral-rich state of Alaska has the lowest gas tax. Rounding out the bottom five are Wyoming (14.0¢), New Jersey (14.5¢), Georgia (14.8¢) and Missouri (15.4¢).

Local Fees

Twelve states give some local governments the option of taxing gasoline. These local option taxes range from a high of 16.5¢ per gallon in Hawaii to 1.0¢ per gallon in South Dakota. In Chicago, the local tax is 11.0¢ per gallon. Of this, the county receives 6.0¢ and the city, 5.0¢.

Environmental Fees

Most states (37) charge an environmental per-gallon tax on gasoline. Wisconsin charges a 3.0¢ per gallon petroleum inspection fee. A portion of the revenues goes to the state's Petroleum Environmental Cleanup Fund Award (PECFA) Program.

State Auto Costs, 1998*

State	Gas Tax ¹		Regis. & Fees ¹		Total Cost ²	
	Amt.	Rk.	Amt.	Rk.	Amt.	Rk.
Ala.	31.0¢	6	\$98.43	28	\$292.18	29
Alas.	8.0	50	68.00	33	118.00	50
Ariz.	19.0	39	384.22	8	502.97	10
Ark.	18.7	42	25.00	46	141.88	48
Cal.	27.0	13	322.70	11	491.45	11
Colo.	22.6	23	233.79	23	375.04	20
Conn.	33.0	5	375.15	9	581.40	7
Del.	23.0	22	20.00	48	163.75	44
Fla.	38.5	1	37.60	43	278.23	31
Ga.	14.8	47	311.92	13	404.42	18
Haw.	36.8	3	74.68	30	304.68	28
Ida.	26.0	14	48.00	35	210.50	35
Ill.	37.7	2	48.00	35	283.63	30
Ind.	20.3	33	287.75	16	414.63	16
Iowa	21.0	29	229.42	25	360.67	23
Kan.	19.0	39	468.22	5	586.97	6
Ky.	16.4	45	217.84	26	320.34	27
La.	20.4	32	13.00	50	140.50	49
Maine	20.1	35	315.95	12	441.58	14
Md.	23.5	21	43.00	40	189.88	39
Mass.	21.0	29	231.10	24	362.35	21
Mich.	25.1	16	91.53	29	248.41	32
Minn.	22.1	25	256.61	20	394.74	19
Miss.	21.4	28	690.26	2	824.01	2
Mo.	15.4	46	244.95	21	341.20	25
Mont.	27.8	11	373.63	10	547.38	9
Neb.	24.4	18	421.71	7	574.21	8
Nev.	34.9	4	259.91	19	478.04	12
N.H.	19.5	38	290.52	15	412.40	17
N.J.	14.5	48	62.50	34	153.13	47
N.M.	18.9	41	44.00	38	162.13	46
N.Y.	31.0	6	28.38	45	222.13	34
N.C.	21.9	27	192.36	27	329.24	26
N.D.	20.0	36	70.00	32	195.00	38
Ohio	22.0	26	42.25	41	179.75	42
Okla.	17.0	43	241.21	22	347.46	24
Oreg.	27.1	12	15.00	49	184.38	41
Pa.	27.9	10	36.00	44	210.38	36
R.I.	29.0	8	1,076.46	1	1,257.71	1
S.C.	16.8	44	545.89	3	650.89	4
S.D.	24.0	19	39.00	42	189.00	40
Tenn.	22.4	24	23.00	47	163.00	45
Texas	21.0	29	70.60	31	201.85	37
Utah	24.5	17	277.99	17	431.12	15
Vt.	20.0	36	44.00	38	169.00	43
Va.	20.3	33	539.69	4	666.57	3
Wash.	24.0	19	463.23	6	613.23	5
W. Va.	25.7	15	293.71	14	454.34	13
WIS.	28.4	9	45.00	37	222.50	33
Wyo.	14.0	49	274.32	18	361.82	22
Median	22.1¢		\$223.63		\$335.22	

* Figures are based on a 1997 Ford Taurus LX being registered in 1998 and driven 15,000 miles per year at 24 miles per gallon.

¹ Includes maximum locally assessed charges.

² Includes additional fees and charges, and the maximum locally assessed charges.

The PECFA program reimburses owners for a portion of the costs associated with cleaning up leaking oil storage tanks. By January 1999, PECFA had paid \$538.7 million for partial or full cleanup at 6,018 sites. The program has identified over 12,000 sites it has funded or intends to fund.

Sales Taxes

Nine states, including Illinois, Indiana and Michigan charge sales tax on gasoline purchases.

Auto Registration and Excise Taxes

Only Wisconsin (\$45), Illinois (\$48), Pennsylvania (\$36) and Alaska (\$68) charge a flat automobile registration fee.

Most states base their registration fees on the vehicle's weight, age or value. For instance, Minnesota's registration fee is based on the manufacturer's suggested retail price. Oklahoma's fee is based on the original value of the vehicle and its age.

Excise and Property Taxes. In addition to a registration fee, 26 states charge a vehicle excise tax or property tax. These taxes range from a low of \$20 (flat excise fee) in Ohio to an annual property tax based on the current retail price of the vehicle in Rhode Island (\$1,076.46 for a 1997 Ford Taurus LX).

Total Costs

When all state-local charges are considered, Wisconsin's ranks 33rd (see table opposite). Based on a 1997 Ford Taurus LX driven 15,000 miles, annual taxes and fees for that car in Wisconsin were \$222.50. Rhode Island had the highest total charges at \$1,257.71 per year and Alaska the lowest (\$118). □

DATA SOURCE

Wisconsin Department of Transportation and Wisconsin Legislative Fiscal Bureau.

1999 County Equalized Values
(Dollars in Millions)

County	Amount	1-year:		5-year:		County	Amount	1-year:		5-year:	
		% Chg.	Rk.	% Chg.	Rk.			% Chg.	Rk.	% Chg.	Rk.
Adams	\$1,168.2	13.9%	8	59.7%	31	Marinette	\$1,927.2	12.7%	13	60.9%	28
Ashland	568.6	10.3	26	57.0	35	Marquette	850.2	9.7	29	63.5	24
Barron	1,861.2	11.6	21	59.7	30	Menominee	149.6	6.5	58	59.3	32
Bayfield	1,023.9	21.6	2	85.8	7	Milwaukee	36,405.1	4.2	72	22.6	72
Brown	10,850.9	5.4	67	50.7	45	Monroe	1,339.0	8.9	32	40.9	66
Buffalo	538.7	10.0	27	48.7	51	Oconto	1,796.0	12.3	15	77.5	11
Burnett	1,122.6	14.7	5	86.0	6	Oneida	3,332.0	8.4	39	75.6	12
Calumet	1,724.1	4.7	70	51.9	42	Outagamie	7,506.3	5.4	66	41.6	64
Chippewa	2,253.2	8.9	34	56.5	37	Ozaukee	6,325.5	6.3	59	44.8	59
Clark	1,037.8	8.5	37	47.9	54	Pepin	295.6	8.5	38	64.7	23
Columbia	2,768.1	6.8	54	63.0	26	Pierce	1,553.6	13.1	12	63.3	25
Crawford	616.9	7.7	44	50.8	44	Polk	2,066.7	13.4	9	71.9	15
Dane	24,627.4	6.3	60	48.0	53	Portage	3,027.9	5.3	68	44.4	60
Dodge	3,754.8	6.8	55	59.9	29	Price	779.9	12.2	16	72.9	14
Door	3,796.0	7.4	47	84.5	8	Racine	8,602.7	6.2	61	36.6	68
Douglas	1,560.3	9.8	28	45.5	58	Richland	631.0	11.6	20	49.5	49
Dunn	1,487.8	8.7	35	69.7	17	Rock	6,486.0	4.3	71	50.3	48
Eau Claire	3,801.4	8.2	41	65.0	22	Rusk	563.3	12.2	17	68.7	19
Florence	284.2	23.5	1	69.5	18	St. Croix	3,390.7	13.3	10	73.1	13
Fond du Lac	4,413.5	5.6	63	48.2	52	Sauk	3,269.5	8.6	36	71.5	16
Forest	577.4	20.7	3	101.3	2	Sawyer	1,526.7	15.2	4	102.2	1
Grant	1,591.5	6.6	56	34.9	70	Shawano	1,669.0	8.4	40	58.6	33
Green	1,565.0	7.0	53	48.7	50	Sheboygan	5,281.4	5.6	64	46.9	56
Green Lake	1,327.4	11.0	22	66.2	21	Taylor	722.8	8.1	43	62.1	27
Iowa	1,215.5	14.4	6	56.7	36	Trempealeau	919.3	11.9	19	53.4	40
Iron	421.7	13.2	11	89.9	5	Vernon	896.7	9.0	31	44.3	61
Jackson	730.6	10.9	23	55.5	38	Vilas	3,278.3	12.1	18	94.5	4
Jefferson	3,748.8	7.0	51	66.7	20	Walworth	7,025.3	6.5	57	40.9	65
Juneau	949.1	10.5	24	52.1	41	Washburn	1,052.7	14.2	7	96.0	3
Kenosha	7,426.2	6.2	62	43.5	63	Washington	7,156.1	7.4	46	50.6	46
Kewaunee	831.9	7.1	49	53.9	39	Waukesha	27,000.7	7.0	52	43.6	62
La Crosse	4,280.3	7.2	48	51.7	43	Waupaca	2,182.0	7.4	45	47.3	55
Lafayette	693.0	10.4	25	33.6	71	Waushara	1,372.2	8.9	33	58.3	34
Langlade	977.0	9.5	30	78.6	9	Winnebago	7,211.1	5.0	69	36.0	69
Lincoln	1,386.9	12.6	14	78.2	10	Wood	3,052.8	5.5	65	39.6	67
Manitowoc	3,398.2	7.1	50	46.2	57						
Marathon	5,542.9	8.2	42	50.4	47	Statewide	\$266,567.5	7.1%		46.7%	

and Forest (20.7%). Three counties grew less than 5%: Milwaukee (4.2%); Rock (4.3%); and Calumet (4.7%).

Since 1994, equalized property values have grown 46.7%. The 10 fastest growing counties are in the north, with Sawyer (102.2%) and Forest (101.3%) leading the state. Most of the slowest growing counties are in the south. Milwaukee grew the least (22.6%), followed by Lafayette (33.6%), Grant (34.9%) and Winnebago (36.0%).

Purpose

Equalized values are used to distribute property tax levies among local units of government comprised of multiple taxing jurisdictions, such as counties. They are also used to compute many state aids. Two of the state's largest programs—equalization aids for school districts and “aidable” shared revenues for municipalities and counties—make particular use of equalized values. □

TAXPAYER MEMO

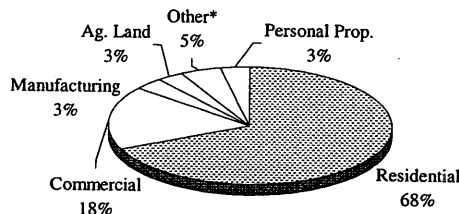
Property Values Up 7.1%

Taxable property values, also called equalized values, rose 7.1% between 1998 and 1999, according to the Wisconsin Department of Revenue.

By Type

The value of commercial property, such as shopping malls, rose 8.5%, followed by manufacturing (8.0%) and residential (7.9%). The combination of farm homesteads and forest, swamp and wasteland jumped 16.8% largely due to the nearly doubling of swamp land values (96.8%).

Equalized Values by Type
% of Total, 1999



* Includes farm homesteads and forest, swamp and wasteland.

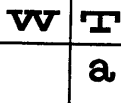
Recent state laws caused reductions in two types of taxable property. The 10-year phase-in of the use-value assessment of agricultural land, which began in 1998, resulted in a 4.1% reduction. Similarly, the exemption of computers and related equipment caused a 16.5% drop in personal property values.

Residential made up 68% of all taxable property and commercial was 18% (see graph). Manufacturing, agricultural land and personal property were each 3%. Over the last five years, as a share of total property, residential (2.4 percentage points), commercial (0.2), and farm homesteads and forest, swamp and wasteland (0.8) have grown, while farmland (-1.7), personal property (-1.4) and manufacturing (-0.2) have decreased.

By County

Whether based on one-year or five-year changes in equalized property values, the findings are the same: Northern counties have had the highest growth and Milwaukee county, the lowest (see table on page 11).

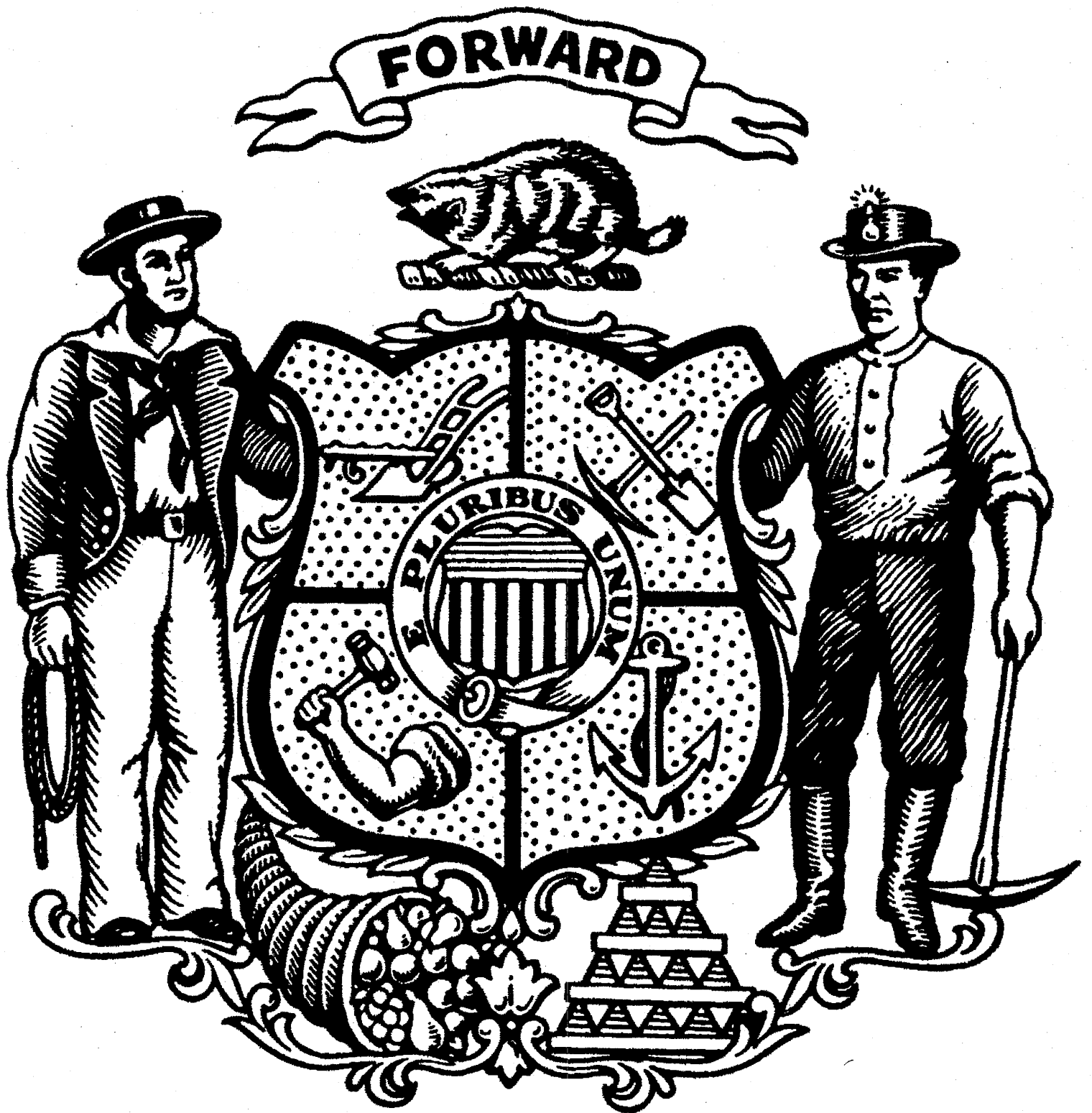
The five counties with the highest growth between 1998 and 1999 were in the north. Values rose more than 20% in Florence (23.5%), Bayfield (21.6%)



Wisconsin Taxpayers Alliance
335 West Wilson Street
Madison, WI 53703-3694

PERIODICALS
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END



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Working Together for the Best in Wisconsin Transportation

Focus on Southeast Wisconsin freeway system

Reconstruction challenges require innovative solutions

It may seem a bit overwhelming to consider that over the next 20 years, virtually the entire 305 mile Southeast Wisconsin freeway system will need to be torn down and rebuilt from the dirt up. Costly? You bet. Daunting? Maybe. Impossible? Definitely not.

Businesses, residents, transportation industry representatives, Wisconsin Department of Transportation (WisDOT) and local governments are optimistic about the long-term project. All agree that through proactive planning, maintaining lines of communication, providing opportunities for input, and replicating past mitigation strategies the reconstruction efforts will be a success.

SEWRPC to conduct comprehensive study

"Over the next 20 years, the need is there to rebuild the entire freeway system. This makes it the logical time to study if it should be rebuilt as is; rebuilt with minor redesign and improvements; or rebuilt with substantial redesign to meet modern standards and added capacity lanes," said Ken Yunker, Assistant Director of the Southeast Wisconsin Regional Planning Commission (SEWRPC).

WisDOT has asked SEWRPC to study the emerging needs of the SE free-

ways and develop/evaluate alternative freeway reconstruction plans. This new study is expected to begin in early 2000 and span 12-15 months.

The SEWRPC study will look at the entire system such as how freeway traffic would be affected by expanding transit (bus, light rail, commuter rail) or local streets, safety concerns and congestion.

Yunker explained the time to make long-term capacity decisions is now, adding capacity lanes as part of this reconstruction project would incur only marginal additional cost. If, however, the decision now is to rebuild "as is" and later decide to redesign and add capacity, the costs would be substantial.

SEWRPC is emphasizing widespread involvement to build consensus on a final plan. A broad advisory committee, state legislators, counties, other local units of government and the public will all receive information on the plan and have opportunities to provide their reaction.

Involvement on the local level would be welcomed by Milwaukee County Director of Public Works, William Heinemann, AIA, PE, "I believe the significance of the issues and the long and short term impacts deserve more public comment."

Once the plan is approved, the

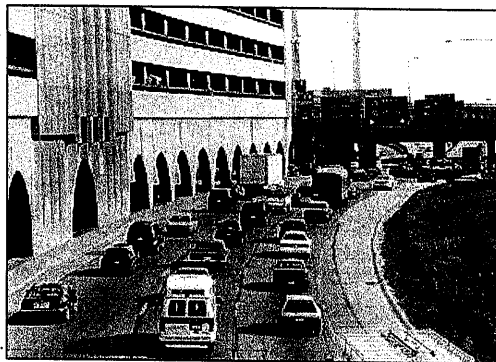
focus will shift to prioritizing each segment in terms of pavement and bridge condition. SEWRPC will also look at how the reconstruction components can be scheduled to minimize traffic tie-ups.

"The business community will be pushing to condense the reconstruction time frame," said Peter Beitzel, Vice President, Metropolitan Milwaukee Association of Commerce.

Urbanized area creates construction challenges

The large amounts of traffic and highly developed area near the freeways, as found in an urban setting like Milwaukee create unique construction challenges such as:

- Small amount of space for contractors to work in. In a highly built-up



WisDOT District 2 photo

Construction can be especially challenging in highly developed urban areas such as downtown Milwaukee shown here.

area it can be difficult to get equipment in and store building materials in close proximity to the work site.

- Construction is typically limited to off-peak periods, which often creates the need for night construction.
- Safety of construction workers.
- High number of bridges and other structures. The Marquette Interchange alone contains 100 separate bridges and other structures.

SE Wisconsin freeway reconstruction continued on page 2

Important to keep budget in perspective 2

Reconstruction of Milw. Co. freeways estimated time frame and cost 2

Quick look at 1999-2001 transportation budget 3

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A new twist on an old concept

Streetcars resurrected in Kenosha

Once extinct from Wisconsin's transportation landscape, the streetcar is preparing for re-entry. The track is almost complete, overhead electric wires will soon be strung and as early as spring/summer of 2000 Kenosha residents and visitors will once again be able to ride a streetcar.

"The streetcar will have a great impact on Kenosha tourism," predicts Mary Galligan, President, Kenosha Area Convention & Visitors Bureau. "People are already calling wanting to know when they can ride the streetcars."

While the year-round trolley service is sure to attract nostalgic tourists, it will serve a valuable role in Kenosha's transportation system, according to the City of Kenosha Director of

Transportation Joe McCarthy. The streetcars will provide better circulation in the downtown area, tying together the Metra (Chicago) commuter rail station, new bus transit transfer center, downtown government offices, shops and an extensive waterfront development project which will include a new museum, retail space and housing. The streetcar idea stemmed from the waterfront development project's land use plan.

"The waterfront development project will make the downtown a more thriving atmosphere," explained Galligan. "A concentration of people living downtown will draw businesses, increase activities and extend the life of the community beyond the work day."

Five rebuilt streetcars, which were most recently used in Toronto (see photo) will be used in the Kenosha service.

Interestingly, parts of the new mile-long track are being laid where old trolley tracks had been ripped up

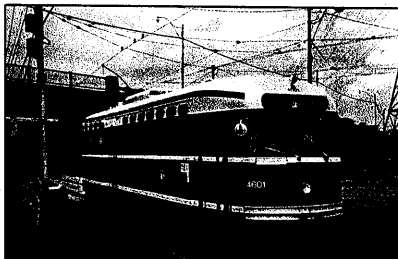


Crew shown laying track for the new one-mile streetcar line in downtown Kenosha. Portions of the track are being laid in the existing right-of-way while in other areas the streetcars will operate on dedicated right-of-way.

almost fifty years before.

The City of Kenosha is spending \$5 million to install the track and overhead wires, build a streetcar storage facility, and make street modifications to accommodate the track. The trolley purchase price of \$136,000 was paid for with two grants from the federal and state government. For the first three years, 80% of the operations will be funded through another federal grant.

"The streetcars will help give the downtown a sense of place, that it is something special," said McCarthy. He predicts the success of the streetcars will be that they have high visibility and identifiable routes.



The streetcars which will be used in Kenosha were most recently used in Toronto, such as the trolley shown above. The streetcars, which were refurbished in 1991, are enclosed and heated.

City of Kenosha photo

Photo by John F. Doyle



Scherer Says...

Editorial by Philip J. Scherer
TDA Executive Director

Important to keep 1999-2001 budget in realistic perspective

So, is the 1999-2001 biennial budget good for transportation? Maybe for the next two years, even that is debatable. However, there are several imminent funding needs in Wisconsin that this budget does not acknowledge.

While we all may breathe a collective sigh of relief that this drawn-out budget process is over, the reality is it is already time to start thinking about the 2001-2003 budget. In a few short months the Wisconsin Department of Transportation will begin their early workings on the next biennial budget.

As the brief article of the 1999-2001 budget on page 3 of this *TransAction* states, this budget doesn't yield a lot of big winners and only a few losers. This is mainly because of a constraint from the beginning...no noticeable state revenue increases.

The short reprieve from talking about the need for increased transportation funding was probably appropriate and needed from a political perspective for the 1999-2001 budget cycle. However, now that the budget is law, it is time to roll-up our sleeves and begin addressing the challenges ahead. While this will not be an easy endeavor, it is a necessary one. It is likely that the price tag to address the needs in all modes of our transportation system will stagger many; it may especially surprise those who believe the myth that transportation is a fat-cat with more money than it knows what to do with.

Unfortunately, the budget does not acknowledge or begin to prepare for the needs that are knocking on our door such as:

- Increasing cost of doing business for transportation projects related to environmental mitigation activities. An example of this is the large price tag which will be required as a result of pending non-point source pollution regulations.
- Cost of improved planning efforts (increased coordination between modes on issue of transportation and land use and local/regional planning efforts).
- Funding shortfalls identified in State Airport System Plan and State Highway System Plan.
- Costs associated with growing interest in passenger rail (Midwest Regional Rail Initiative for high speed rail, commuter rail and light rail).
- Costs associated with local road needs (these needs will be better identified after the Wisconsin Information System for Local Roads "WISLR" is in place).
- Southeast Wisconsin freeway system needs (see article in this issue).
- Transit needs (which will be better identified in upcoming statewide transit study).

Our challenge, as Wisconsinites who recognize the importance of transportation to our state, is to outline in a credible and factual manner what needs to be done. The list above is only a starting point. We also need to initiate discussion on options that will help address those mobility needs. Our economy and quality of life depend on it.

SE Wisconsin freeway reconstruction continued from page 1

Tried and true mitigation strategies

An especially important part of a large-scale urban project is to reduce large traffic tie-ups, accidents, shipment delays, etc. So, what will be done for the 234,000 vehicles per day, for example, which pass through the Marquette Interchange?

The three-year East-West (I-94) Corridor (E-W) resurfacing project will serve as a model for traffic mitigation efforts during the reconstruction period. During the E-W resurfacing, WisDOT took an active role in working with local communities, businesses and residents to find creative solutions. As evidence to this success, WisDOT notes that approximately 40% of traffic was diverted from the freeway during heavily congested time periods. As another indicator, Summerfest and State Fair attendance figures were up during the E-W resurfacing.

"When the resurfacing of the E-W started the business community was extremely concerned," said Beitzel. "We viewed it as a minor test of the big one (reconstruction). Much to our pleasure, we were surprised by how many people found other routes or varied their work hours. It (commerce during reconstruction) may be difficult, but not impossible."

"We are likely to continue and expand the mitigation activities used in the E-W resurfacing," said Les Fafard, WisDOT District 2 Director. These methods include staggered work start times, halted construction during the busiest travel times, increased number of park and ride lots, more express buses, van pools options, and Hiawatha commuter train service.

"We received a lot of cooperation from local businesses such as Miller Brewing, who rescheduled their delivery times and changed work shifts," continued Fafard.

According to Fafard, WisDOT is hoping to strengthen their working relationship with local governments to deal with effects of added traffic on their systems. The WisDOT MONITOR Intelligent Transportation System will likely be expanded beyond the managing the freeways to some local arterials as well. The electronic information collected from the cameras and pavement detectors would then be shared with local units of government so they can better manage travel in their jurisdiction. Other techniques which may be used include signal timing and signal preemption for emergency vehicles. In addition, construction timing will be coordinated with locals so, for example, parallel routes won't be under construction at the same time.

End product will be worth the wait

The final freeways are likely to include a new look to better reflect the atmosphere of the region.

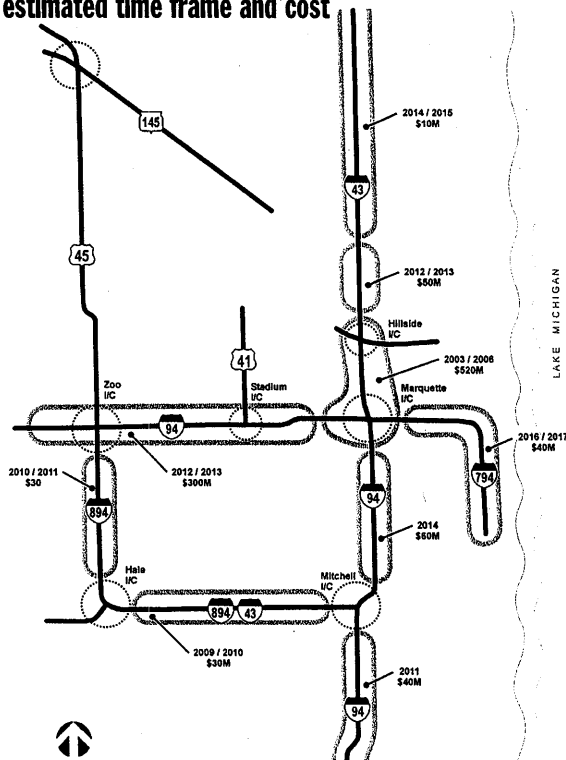
"We are working to make the freeways not as obtrusive by using context sensitive design such as noise barriers and landscaping," explained Ken Graham, HNTB Senior Vice President.

In the end, SE Wisconsin area residents, and the state as a whole, should be left with a freeway system that better meets the economic, safety and mobility needs of this area for the next 50 years.

"Waukesha County has identified the major challenge in the 21st Century is to build a world class workforce. To do this we will need to be able to bring people in from surrounding counties. The backbone of our strategy is the rehabilitation of I-94...it is very important to get that road modernized," emphasized Dan Finley, Waukesha County Executive.

This article is the second in a multi-part series looking at issues surrounding the upcoming reconstruction of SE Wisconsin's entire freeway system.

Reconstruction of Milwaukee County Freeways... estimated time frame and cost



Source: HNTB and WisDOT District 2 (map was created in 1998)

TransAction is published by the Transportation Development Association of Wisconsin (TDA), a statewide, nonprofit organization that researches, analyzes and disseminates information about Wisconsin's transportation system and its needs. This provides a basis for a statewide consensus on transportation goals that benefit all of Wisconsin. Opinions expressed in TransAction are the association's. Membership is open to any public/private individual, company or organization interested in working toward these goals. For more information contact:

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1999-2001 state transportation budget holds few surprises

The road leading to the final 1999-2001 state biennial budget was long and contentious. Governor Tommy Thompson signed the budget into law in late October including 255 vetoes, 20 of which came from the transportation section of the budget.

After months of delay, the Conference Committee set the stage for completion by finishing its budget negotiations in early October; passage of the budget in both the Senate and Assembly soon followed. The delays caused several local governments to be in the position of developing a 2000 budget without knowing exact funding levels.

When looking at the final budget, it is important to keep in mind that there is no increase to state transportation revenues...thereby limiting what this budget could really change. There was some increase in federal funds as a result of TEA 21 (Transportation Equity Act for the 21st Century); however since federal funds comprise only 28% of the Wisconsin Department of Transportation's total revenues the impact was less than many anticipated. The only other slight revenue increases were due to indexing and increased travel.

The final budget distributes the limited dollars in a fairly consistent manner. Overall, there are few big winners or losers.

State Highway Program

Increases in the State Highway Program were primarily granted in the first year of the biennium, FY 2000, and then remain relatively flat in the second year. The Major Highways program received a 5.8% increase in the first year of the biennium and only 0.2% for FY 2001. Well-below inflationary

increases were given to the Rehabilitation program, which received 2.2% in the first year and 0.8% in the second year of the biennium. Maintenance increased 4.7% in FY 2000 and 0.3% in FY 2001.

Two major projects enumerated. As part of the budget process in the Assembly, STH 23 from Fond du Lac to Plymouth was enumerated. As you may recall, the Governor's budget proposal also enumerated USH 41 between Oconto and Peshtigo.

Transportation Projects Commission reforms: Modifications to the TPC process will give the commission earlier input in the process on potential major project selection.

Transportation Aids

Local aid programs fared reasonably well in the final budget, typically receiving increases above inflation. Two new requirements are included in the final budget. The first requires local governments to keep a data inventory on their local road network. There is also a new requirement for local aid program accounts.

General Transportation Aids (GTA): GTA experienced one of the largest increases in the transportation program of 6.75% for the biennium (3.4% in FY 2000 and 3.3% in FY 2001). Mileage aids are up from \$1,596 per mile minimum payment in 1999 to \$1,704 for 2000 and stays there for 2001.

Elderly and Disabled Aids: Large percentage increases were given in the category of E & D Aids of 7% in FY 2000 and 6.5% in FY 2001.

Transit Aids and Transit Formula Changes: Transit systems in the state will receive a 3.7% increase in FY 2000 and 4.4% in FY 2001. Transit aid will

be distributed through a new formula. Four tiers of transit systems (Milwaukee, Madison, medium-sized cities and smaller municipalities) were created. State aid will be distributed so that the combination of state and federal aid provides an equal percentage of the operating expenses of each system in the tier.

Local Road Improvement Program (LRIP):

The basic LRIP program increases by 3.4% in the first year of the biennium (from \$15.2 million in 1999 to \$15.7 million in 2000) and then falls back to 1999 levels in the second year of the biennium. Of that \$500,000 increase in state funds for 2000, \$215,000 will go to CHIP (counties) and \$142,500 each for the TRIP (towns) and MSIP (municipalities).

In addition, the LRIP discretionary program adds a new MSIP discretionary program and funds it at \$1,250,000 in the first year of the biennium and \$750,000 in the second year.

The Transportation Development Association of Wisconsin is preparing a final budget summary and analysis report which will be sent in early December. Members automatically will be sent the final report. To be placed on the mailing list, contact Caitlin Perkins at TDA (608)256-7044, e-mail admin@tdawisconsin.org, or fax (608)256-7079.

1999-2001 Final Transportation Budget All funds (state and federal)

	Base Year (FY 1999)	FY2000 Budget		FY2001 Budget	
		Dollars	Change	Dollars	%
Transportation Aids					
General Transportation Aids	326,483,400	337,562,200	3.7%	348,521,000	3.3%
Transit Aids	104,769,600	108,229,000	3.3%	113,452,500	4.4%
Elderly and Disabled Aids	9,086,900	9,532,000	4.9%	10,469,000	6.5%
Special Highway Aids	17,706,000	18,227,000	2.9%	17,923,000	-1.7%
Total Transportation Aids	458,145,900	473,549,200	3.3%	490,365,500	3.4%
Local Transportation Capital Assistance					
Local Trans. Fac. Impr. Assist.	125,964,100	130,814,100	3.9%	127,314,100	-8.9%
Local Bridge Assistance	43,547,400	43,547,400	0.0%	43,540,900	-0.1%
Rail Assistance	15,592,000	15,795,900	1.3%	15,795,900	0.0%
Harbor/Rail Passenger/Bus	5,841,900	6,179,900	5.8%	6,179,900	0.0%
Aeronautics Assistance	38,998,000	38,998,000	0.0%	38,955,700	-0.1%
Multimodal Transp. Studies	750,000	750,000	0.0%	750,000	0.0%
Transp. Fac. Econ. Asst. & Dev.	7,000,000	7,000,000	0.0%	7,000,000	0.0%
Surface Transportation Grants	3,400,000	3,400,000	0.0%	3,400,000	0.0%
Congestion Mitig. & Air Qual.	15,623,200	15,623,200	0.0%	15,623,200	0.0%
Transp. Enhancements Grants	7,810,000	8,010,000	2.6%	8,010,000	0.0%
Total Loc. Trans. Cap. Asst.	264,527,400	268,179,100	1.4%	269,360,400	0.4%
State Highways					
Major Highways	207,505,400	212,544,100	2.4%	220,012,900	3.5%
Rehabilitation	535,426,300	549,174,200	2.5%	551,651,700	0.5%
Maintenance	148,724,600	151,672,300	1.9%	156,182,300	3.3%
Admin. & Planning, Hvy.	24,906,900	25,228,000	1.3%	25,228,000	0.0%
Total State Highways	916,563,200	938,518,600	2.4%	953,075,900	1.6%
Other WisDOT areas					
Total WisDOT Operations	184,789,800	184,789,800	0.0%	194,553,500	5.3%
Total Debt Service/Reserves	90,099,900	90,099,900	0.0%	122,697,900	36.7%
Total Transportation Budget	1,914,126,200	2,065,122,700	8.4%	2,030,054,200	-1.4%

Source: WisDOT Office of Policy and Budget

Plan now to attend the 10th Annual TDA Fly-in to Washington, D.C. March 29-30, 2000



Be sure to reserve March 29-30, 2000 to attend the 10th annual Transportation Development Association Fly-in to our nation's capital. This event continues to grow in popularity from both attendees and legislators alike.

We are pleased to announce Minneapolis has been added to the choices of

departure destination due to several requests (please note the Minneapolis deadline of January 27 is earlier than the regular deadline).

The TDA Fly-in has become known for key features such as:

- Round trip air travel via Midwest Express from Milwaukee, Madison*, Appleton*, Central Wisconsin*, Green Bay* & La Crosse*; and via Northwest Airlines from Minneapolis* to Washington, D.C. (*extra)
- Accommodations at the Washington Court Hotel
- Reception and dinner at Monocle on Capitol Hill
- A Wisconsin briefing with key speakers
- Popular morning Congressional briefing
- Individual office visits with Wisconsin's Congressional delegations
- Individual and group meetings with both Senators
- Excellent opportunity to meet and network with key transportation leaders

TDA Fly-in Registration Form

IMPORTANT
Reservations and full payment are due by February 7, 2000 (deadline is January 27, 2000 for Minneapolis departures). Payments are non refundable. For package reservations or any changes to existing reservations made after February 7 (or January 27 for Minneapolis departures), a \$25 service charge will be applied.

Please use only one form per registrant, photocopies are accepted

Name _____

Company name _____

Address _____

City/State/Zip _____

Phone number _____

E-mail address _____

Signature _____

\$799 pp/single* \$699 pp/double*
\$499 pp/single (no air) \$399 pp/double (no air)
*\$50 departure fee for Minneapolis, Madison, Mosinee, Green Bay, Appleton, or La Crosse

Total payment _____

Please contact AAA Travel (800)236-1300 ext. 2539 or TDA office (608)256-7044 for specifics on participating in only portions of the fly-in.

Full payment is due February 7, 2000 (January 27 for Minneapolis departure). Please make checks payable to AAA Travel Agency.

Mail form with check to AAA Travel Agency, 8030 Excelsior Drive, Madison, WI 53717. Or charge by phone: AAA Travel Agency (800)236-1300 ext. 2539, in Madison 828-2539 (MasterCard, Visa, American Express)

New TDA website delivers valuable transportation information

The Transportation Development Association of Wisconsin enters the exciting arena of the world wide web at www.tdawisconsin.org.

The TDA website features the valuable transportation information you have come to expect plus

new features you will soon depend on. Now you can have the transportation resources you need at your fingertips 24- hours a day.

- Instant access to current and past **TDA publications**
- At-a-glance discover **what's new** at TDA and in transportation
- Find out more about upcoming **meetings and events** hosted by TDA and other transportation organizations
- Use the TDA website as your starting point to access other transportation-related sites on the web through the **resource links** area
- Learn more **about TDA** and **why membership is important**
- **Only members** have full access to all of the resources of the TDA website. Members, be sure to visit often as there are many more added features on the way for this section of the site! Not a member? Join today by calling (608)256-7044.



Wisconsin's transportation program may be in jeopardy

Conforming to national air quality standards in Wisconsin

Despite significant improvements in air quality throughout Wisconsin and the nation, the U.S. Environmental Protection Agency continues to raise the bar, imposing new, more stringent regulations. These regulations could halt 40 percent of Southeastern Wisconsin's Transportation Improvement Program.

The issue hinges on Southeastern Wisconsin achieving "conformity." Transportation and air quality agencies must demonstrate compliance with national clean air standards by May 2000 or risk losing millions in federal transportation funds.

Conformity

The Clean Air Act and federal surface transportation law (TEA-21) link federal air quality standards with state and regional transportation planning. "Conformity" means emissions from the transportation sector — such as volatile organic compounds (VOCs) and nitrogen oxides (NOx) — cannot exceed the state's emissions "budget." If the state's transportation plan fails to meet the budget — a "conformity lapse" — all highway and transit expansion projects must be stopped until conformity is achieved.

Conformity is of particular importance to SE Wisconsin, which is currently considered a "non-attainment" area for ozone. As such, it, and 99 other regions across the country, must

demonstrate conformity every three years or each time a new highway or transit capacity project is added or dropped from the state's transportation plan.

"The act requires transportation and air quality agencies to work together to ensure they have conforming plans," said Meg Patulski of the U.S. Environmental Protection Agency. "As long as everyone works together to make sure the time frames are met, planned highway and transit projects should go forward as expected."

Conformity Failure

But for state and regional officials it isn't that simple. Currently five U.S. regions are experiencing a conformity lapse, including Atlanta, Ga.

Until Atlanta can demonstrate compliance for ozone it can no longer access federal highway funds for new projects. The city could lose more than \$1 billion over the next five years and could be blocked from using an additional \$700 million on projects previously authorized by the U.S. EPA.

SE Wisconsin may soon join Atlanta if the state emissions budget is set unrealistically low. Between now and May 2000, the Wisconsin Department of Natural Resources must establish an emissions budget which will determine future economic and transportation growth for the region.

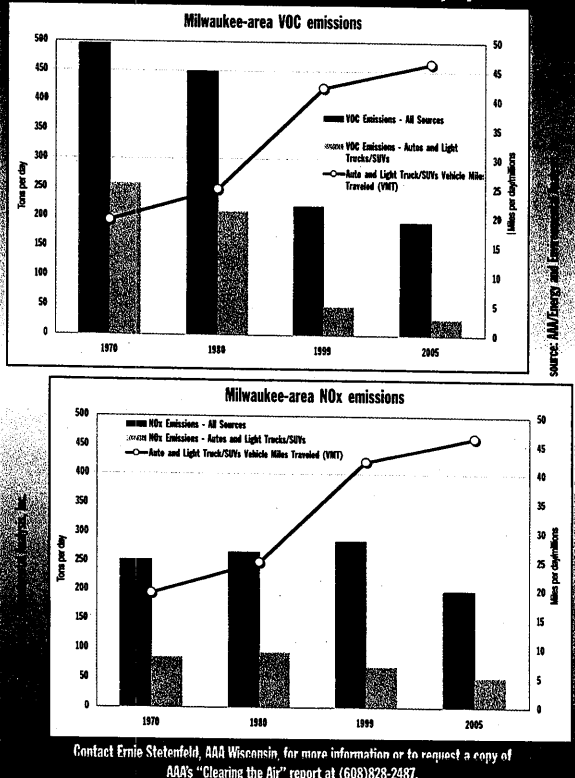
Planning agencies and transportation stakeholders are urging DNR to set a "reasonable" budget that includes a "safety" margin of 7.5 percent over current high growth emission and traffic projections. If not, many transportation planning officials, including Southeast Wisconsin Regional Planning Commission Assistant Director Ken Yunker, predict the region may experience a conformity failure.

"There's a tremendous amount of uncertainty with regards to emissions, including the level of future economic and travel growth, composition of the vehicle fleet and future EPA requirements," said Yunker. "As a result, we need to establish a budget that accommodates these uncertainties."

For example, current emissions are 10 percent higher than emission predictions DNR made just six years ago, he said. Adding a safety margin for emission projections will only minimally increase the budget and traffic growth will still be less than the state's historic average.

In addition, he said, people must recognize that future traffic and emissions growth is driven by the economy not highway and transit projects or realistic modifications in land use trends and patterns.

Air quality and VMT: a look at Milwaukee trends and projections



How can we avoid conformity failure?

SE Wisconsin can avoid a conformity failure by marginally increasing its current traffic projections for the region to accommodate continued economic growth. WDNR is basing emission forecasts on an annual traffic growth rate of:

- 2% between 1999-2000
- 1.7% between 2000-2007, and
- 1.2% between 2007-2020

However, the transportation industry says the figures are unrealistically low. In the '70s and '80s, traffic in SE Wisconsin grew 2.5% annually and 2% in the '90s. They propose adding a 7.5 percent safety margin, a minimal increase of:

- 2% between 1999-2000
- 2% between 2000-2007, and
- 1.6% between 2007-2020

Without a safety margin, planned highway and transit expansion projects could be stopped and emergency measures such as lowering speed limits and increasing the price of travel could be imposed.

Mark your calendar!

TDA schedules 2000 Fly-in and Annual Meeting

Annual TDA Fly-in to Washington, D.C.
March 29-30, 2000 (details on page 3)

TDA Annual Meeting
May 18, 2000

Call TDA at (608)256-7044 to be placed on either the fly-in or annual meeting mailing list. As the events draw near, be sure to visit the TDA website — www.tdawisconsin.org — for more information!



Transportation Development
Association of Wisconsin

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Madison, Wisconsin 53703

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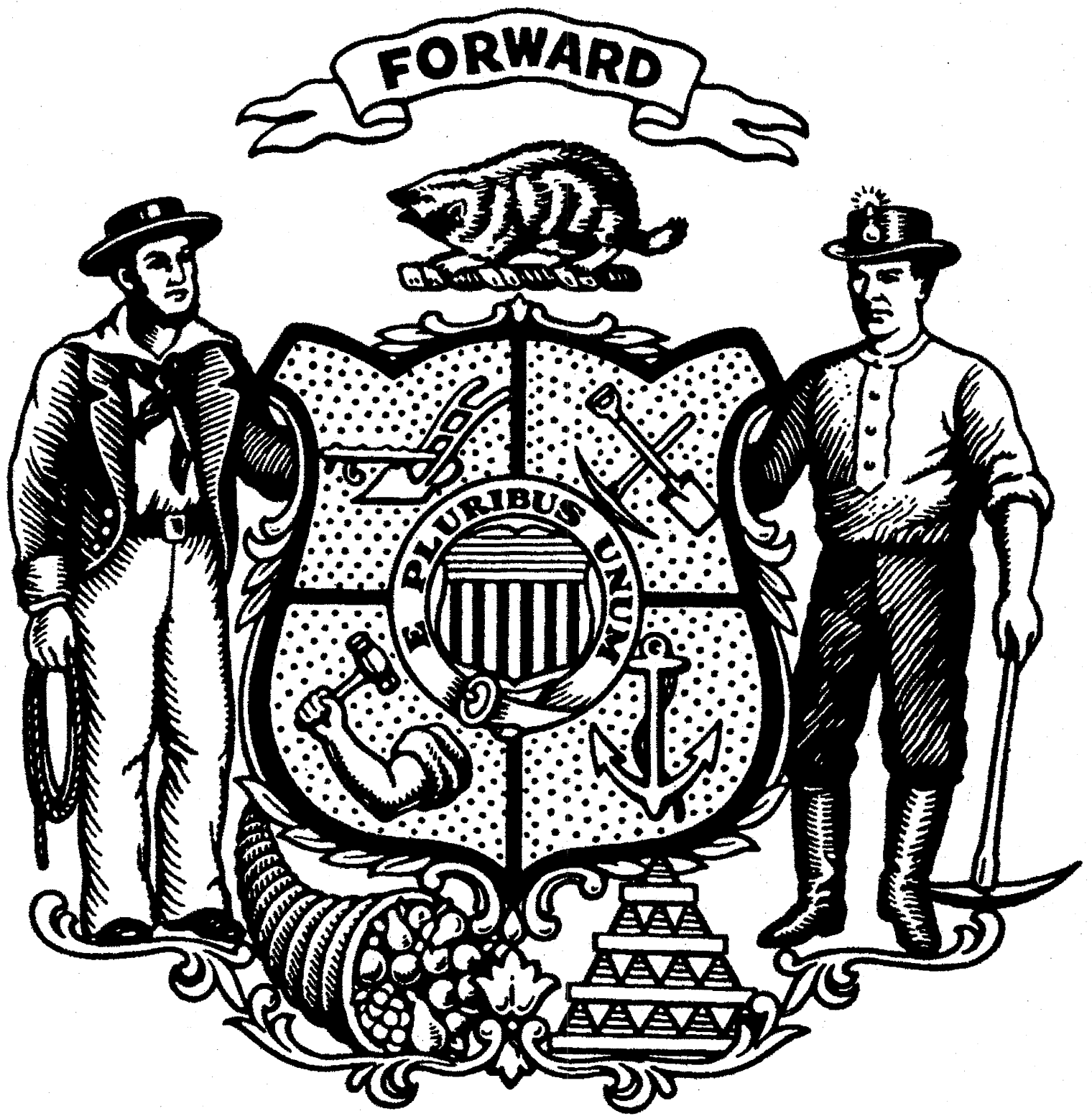
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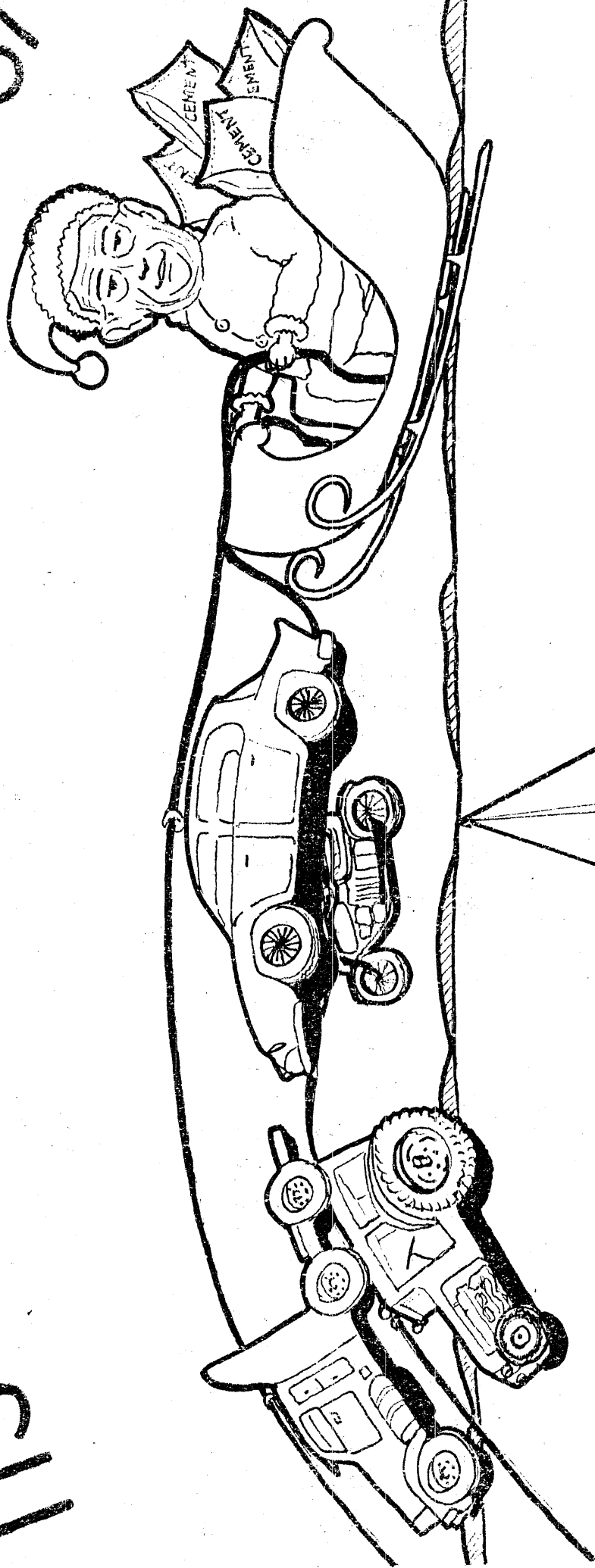
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FEDERAL HIGHWAY ADMINISTRATION
FY 2000 DISTRIBUTION OF OBLIGATION LIMITATION

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STATES	FORMULA LIMITATION				SPECIAL LIMITATION				TOTAL SPECIAL LIMITATION	TOTAL LIMITATION	MINIMUM GUARANTEE EXEMPT	GRAND TOTAL
	CORE FORMULA OBLIGATION LIMITATION	RABIA FORMULA OBLIGATION LIMITATION	FORMULA LIMITATION	FORMULA LIMITATION	APPALACHIAN DEVELOPMENT HIGHWAYS	CORE FORMULA OBLIGATION LIMITATION	RABIA FORMULA OBLIGATION LIMITATION	FORMULA LIMITATION				
ALABAMA	357,339,161	26,999,923	384,339,074	384,339,074	35,204,626	42,509,007	32,192,858	1,973,820	111,870,311	486,209,385	11,247,878	597,456,263
ALASKA	191,898,983	15,872,329	207,769,863	207,769,863	64,524,452	10,793,947	75,318,376	992,378	11,462,323	283,546,689	20,891,663	304,438,351
ARIZONA	324,413,575	22,078,821	346,492,396	346,492,396	43,697,885	0	43,697,885	582,471	10,079,376	400,167,657	13,981,474	414,149,131
ARKANSAS	254,473,000	17,602,869	272,075,869	272,075,869	25,855,711	0	25,855,711	1,473,822	25,694,277	324,438,696	47,899,850	372,338,546
CALIFORNIA	1,873,134,617	125,246,861	2,000,381,478	2,000,381,478	149,201,408	0	149,201,408	8,435,724	145,970,014	2,235,561,860	47,899,850	2,283,461,710
COLORADO	244,584,674	15,549,032	260,133,706	260,133,706	13,720,233	0	13,720,233	10,676,876	11,320,517	285,185,542	4,353,814	289,539,356
CONNECTICUT	216,730,471	20,228,907	236,959,378	236,959,378	48,145,302	0	48,145,302	20,075,386	21,306,616	306,412,298	15,352,424	321,764,720
DELAWARE	92,079,681	5,693,881	97,773,562	97,773,562	7,912,161	0	7,912,161	1,390,325	1,475,698	107,250,329	2,485,985	109,736,314
DIST. OF COL.	89,346,308	5,270,368	94,616,676	94,616,676	159,757,432	0	159,757,432	4,867,878	268,841	87,980,760	95,169	87,137,949
FLORIDA	891,287,361	64,308,364	955,595,725	955,595,725	98,232,464	0	98,232,464	2,720,678	47,000,962	1,162,434,109	61,042,489	1,223,476,593
GEORGIA	654,954,028	47,616,441	702,570,469	702,570,469	16,908,237	0	16,908,237	44,505,462	2,720,678	892,908,194	30,746,269	923,654,463
HAWAII	99,895,145	6,898,343	106,793,488	106,793,488	16,908,237	0	16,908,237	7,878,910	19,073,181	125,771,704	3,386,993	129,158,697
IDAHOW	139,854,202	10,291,351	150,145,553	150,145,553	16,908,237	0	16,908,237	19,392,455	19,433,261	186,348,134	14,039,733	199,387,867
ILLINOIS	671,821,874	45,051,058	716,872,932	716,872,932	49,494,864	0	49,494,864	3,570,928	108,263,175	828,136,685	6,895,045	835,031,730
INDIANA	451,845,017	31,867,214	483,712,230	483,712,230	57,515,141	0	57,515,141	3,040,768	36,887,164	576,091,696	18,376,088	594,467,784
IOWA	248,584,988	16,072,230	264,657,218	264,657,218	11,188,776	0	11,188,776	1,650,994	18,180,377	283,735,271	3,573,625	287,309,126
KANSAS	244,533,008	15,608,990	260,142,000	260,142,000	7,844,501	0	7,844,501	17,439,884	34,504,038	288,601,316	2,505,318	291,106,634
KENTUCKY	318,787,649	24,037,362	342,825,011	342,825,011	32,020,868	0	32,020,868	1,088,613	96,444,465	408,269,397	10,232,584	418,501,981
LOUISIANA	312,163,521	21,377,712	333,541,233	333,541,233	27,759,844	0	27,759,844	1,468,081	57,224,728	380,795,850	8,873,117	389,668,967
MAINE	104,869,364	7,010,444	111,879,808	111,879,808	9,703,422	0	9,703,422	1,701,996	17,524,012	129,460,920	3,100,243	132,561,163
MARYLAND	322,593,565	21,841,428	344,434,993	344,434,993	27,709,614	0	27,709,614	4,511,590	400,705,118	400,705,118	3,100,243	403,805,361
MASSACHUSETTS	360,394,343	24,827,921	385,222,264	385,222,264	35,604,075	0	35,604,075	2,123,736	21,612,958	22,736,693	14,039,733	37,776,426
MICHIGAN	632,830,701	43,859,405	676,690,106	676,690,106	17,172,049	0	17,172,049	2,869,240	51,226,831	457,477,250	8,873,117	466,350,367
MINNESOTA	298,658,787	19,971,830	318,630,617	318,630,617	16,602,798	0	16,602,798	2,100,191	28,868,034	306,098,468	6,263,069	312,361,537
MISSISSIPPI	462,279,391	18,971,830	481,251,221	481,251,221	39,326,179	0	39,326,179	18,068,895	12,584,711	507,428,689	12,584,711	520,013,400
MISSOURI	193,248,570	13,127,440	206,376,010	206,376,010	21,983,473	0	21,983,473	40,228,337	21,200,653	175,209,501	2,228,634	177,438,135
MONTANA	187,610,057	13,225,254	200,835,311	200,835,311	16,692,798	0	16,692,798	1,467,186	12,584,711	189,348,145	10,242,788	200,090,923
MONTANA	187,610,057	13,225,254	200,835,311	200,835,311	16,692,798	0	16,692,798	1,467,186	12,584,711	189,348,145	10,242,788	200,090,923
NEBRASKA	187,610,057	13,225,254	200,835,311	200,835,311	16,692,798	0	16,692,798	1,467,186	12,584,711	189,348,145	10,242,788	200,090,923
NEVADA	187,610,057	13,225,254	200,835,311	200,835,311	16,692,798	0	16,692,798	1,467,186	12,584,711	189,348,145	10,242,788	200,090,923
NEW HAMPSHIRE	98,503,168	6,877,328	105,380,496	105,380,496	42,292,932	0	42,292,932	5,121,213	11,288,937	128,501,157	3,140,911	131,642,068
NEW JERSEY	528,885,449	35,875,392	564,760,841	564,760,841	21,983,473	0	21,983,473	63,369,927	93,177,789	299,869,608	13,512,463	313,382,071
NEW MEXICO	191,273,653	13,166,488	204,440,141	204,440,141	16,692,798	0	16,692,798	5,721,738	12,584,711	189,348,145	10,242,788	200,090,923
NEW YORK	981,355,867	68,773,290	1,050,129,157	1,050,129,157	99,283,047	0	99,283,047	768,839	33,270,044	656,320,608	3,140,911	660,461,519
NORTH CAROLINA	518,455,409	37,729,530	556,184,939	556,184,939	67,180,194	0	67,180,194	63,369,927	93,177,789	299,869,608	13,512,463	313,382,071
NORTH DAKOTA	138,227,368	8,728,767	146,956,135	146,956,135	10,860,656	0	10,860,656	3,235,698	18,448	159,050,830	20,528,730	179,579,564
OHIO	678,934,688	46,710,940	725,645,628	725,645,628	53,760,746	0	53,760,746	32,568,483	3,434,072	854,483,533	3,407,886	857,891,419
OKLAHOMA	318,221,182	20,616,365	338,837,547	338,837,547	19,363,748	0	19,363,748	3,235,698	55,885,162	378,248,912	17,162,949	395,411,861
OREGON	245,105,889	16,228,566	261,334,455	261,334,455	12,736,192	0	12,736,192	18,177,484	19,895,404	362,483,533	6,190,107	368,673,640
PENNSYLVANIA	884,788,831	68,454,537	953,243,368	953,243,368	68,476,276	0	68,476,276	1,688,133	283,282,489	302,663,789	4,089,213	306,753,006
RHODE ISLAND	117,910,457	7,538,339	125,448,796	125,448,796	14,343,940	0	14,343,940	7,022,479	13,203,314	1,236,849,004	21,877,851	1,258,726,855
SOUTH CAROLINA	319,103,457	22,305,485	341,408,942	341,408,942	48,402,200	0	48,402,200	4,514,167	4,701,027	16,154,967	4,582,889	20,637,816
SOUTH DAKOTA	141,258,963	9,523,362	150,782,325	150,782,325	37,544,821	0	37,544,821	13,111,374	17,511,888	144,181,844	14,874,503	159,056,351
TENNESSEE	1,484,566,425	101,823,274	1,586,389,699	1,586,389,699	201,634,393	0	201,634,393	77,541,597	47,857,538	568,923,226	14,826,503	583,749,729
TEXAS	1,484,566,425	101,823,274	1,586,389,699	1,586,389,699	201,634,393	0	201,634,393	77,541,597	47,857,538	568,923,226	14,826,503	583,749,729
UTAH	187,764,179	12,572,570	200,336,749	200,336,749	11,784,187	0	11,784,187	12,862,146	13,428,120	195,321,238	6,422,193	201,743,431
VERMONT	94,770,079	6,092,202	100,862,279	100,862,279	6,794,639	0	6,794,639	3,316,719	17,754,969	111,774,179	3,765,010	115,539,189
VIRGINIA	508,565,337	34,928,632	543,493,969	543,493,969	52,300,147	0	52,300,147	3,316,719	17,754,969	111,774,179	3,765,010	115,539,189
WASHINGTON	368,933,495	23,811,875	392,745,370	392,745,370	14,341,285	0	14,341,285	31,563,330	96,927,799	37,481,768	18,736,746	56,218,514
WEST VIRGINIA	166,743,832	15,077,695	181,821,527	181,821,527	8,247,082	0	8,247,082	1,177,257	1,908,079	47,377,691	4,862,044	52,240,735
WISCONSIN	378,001,764	26,528,934	404,530,698	404,530,698	49,603,967	0	49,603,967	25,682,732	27,151,757	278,663,032	2,834,845	281,497,875
WYOMING	144,228,684	9,239,672	153,468,356	153,468,356	11,290,328	0	11,290,328	2,781,216	4,814,488	180,563,962	15,849,456	196,413,418
TERRITORIES	0	0	0	0	0	0	0	5,644,080	5,960,259	5,960,259	0	5,960,259
SUBTOTAL	19,637,445,728	1,358,356,000	20,995,801,728	20,995,801,728	2,000,000,000	388,070,750	1,487,437,283	90,000,000	1,557,437,283	24,839,302,761	639,000,000	25,478,302,761
WOODROW WILSON BRIDGE												130,650,000
SECTION 163 (BAC, DB)												8,000,000
OTHERS ADMINISTRATION									</			

TIS THE SEASON FOR HWY. 57



Reynolds Lumber
Rocky Mountain
Woodmen

aswell

JAN 10 2000

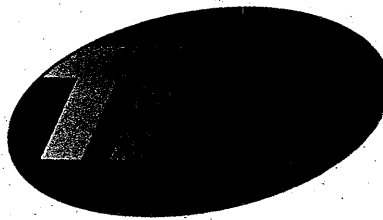
Summary and Analysis

**1999-2001
Transportation
Budget**

December, 1999

Published by:

Transportation Development Association of Wisconsin



Summary/Analysis
1999-2001 Transportation Budget

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Overview of 1999-2001 transportation budget

The gains included in the final product of the 1999-2001 budget process pale in comparison to the transportation funding accomplishments made in the 1997-1999 budget. The 1997-1999 budget included sizable transportation revenue increases. In light of the revenue increases in the last biennium, there was little interest among elected leaders to increase revenues this time around.

Growth in the transportation program over the 1999-2001 biennium only reflects inflationary increases, projected travel growth and increased federal funding resulting from TEA 21 (Transportation Efficiency Act for the 21st Century). This constrained the expenditure side of the budget to inflationary increases or less for most programs. As the last section in this budget analysis concludes, a generally status quo 1999-2001 budget puts pressure on for the 2001-2003 budget cycle, as a sizable gap begins to emerge between growing needs and continued revenue at 1999-2001 levels.

Recap of budget approval process for 1999-2001 bill

In an era where it seems like there is no such thing as a "typical transportation budget process," the 1999-2001 budget approval steps were marked by delays. The Wisconsin Department of Transportation (WisDOT) submitted the modal portions of its budget on December 11, 1998...three months after the completed budget is usually submitted. This allowed little time for stakeholder response before the Governor presented his overall biennial budget.

Governor Thompson then submitted his budget to the Legislature on February 16, 1999 only slightly after the typical January time frame.

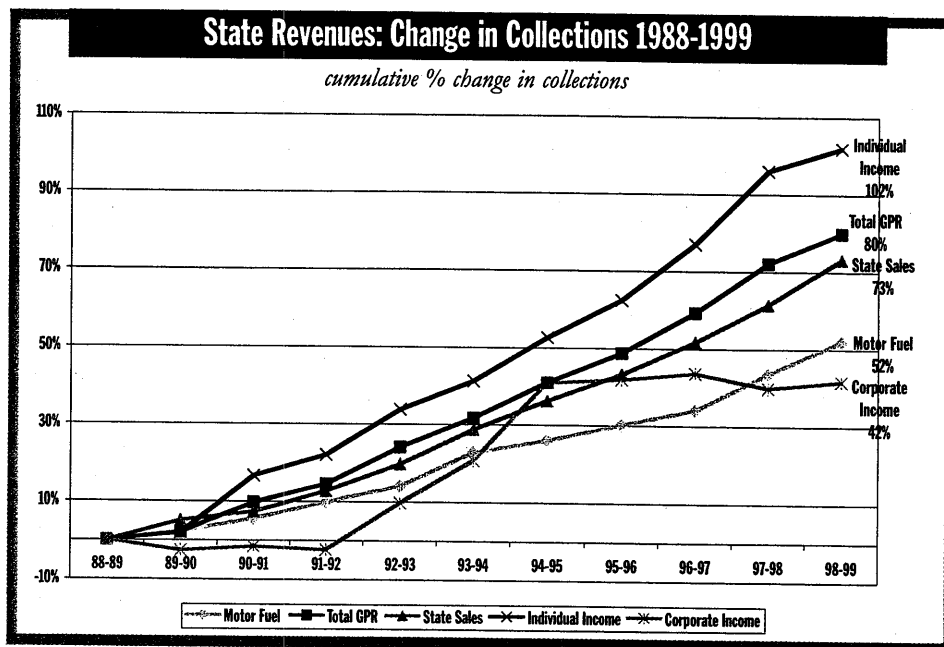
The Governor revised his transportation funding allocations in April of 1999 after learning of \$11.6 million in projected additional state revenues; he called for distribution of the funds primarily in the form of aids. WisDOT cited the reasons for these additional revenues as higher than anticipated motor fuel tax revenues in state fiscal year (SFY) 1999 (though expected to remain at that same level during SFY 2000 and 2001); dramatic growth in 1998 car and truck sales providing additional registration fee revenues; growth in property tax assessments for both the aeronautics and rail industries; and some additional investment earnings resulting from temporarily higher state fund balances due to the additional federal funds provided in TEA 21.

The Joint Finance Committee (JFC) then took up the budget, holding five statewide public hearings in March and April. During JFC deliberations on the transportation budget, the Legislative Fiscal Bureau recalculated the federal transportation revenues. This new estimate provided an additional \$25 million which the JFC incorporated into its calculations. The JFC approved its version of the budget in mid-June.

The budget was then forwarded to the Legislature, where the Assembly picked up the bill first. Here, several notable revisions were made such as introducing the concept of local segregated transportation accounts.

The Senate picked up the budget next, closely modeling their version after the JFC proposal, with larger increases in the Local Transportation Aids categories.

A Conference Committee of Assembly Republicans and Senate Democrats was then assembled to



hammer out an agreement on budget issues where there were differences between the two sides. There were 61 transportation-related discrepancies between the Senate and Assembly versions when the Conference Committee first convened in July. Negotiations were halted a few weeks later when the committee could not agree on what needed to be addressed first, tax cut or spending issues.

There was virtually no action on the budget for over two months until the Governor pressured both sides to resume talks. The Conference Committee completed its budget negotiations in early October and the bill was immediately passed in the Assembly and Senate. Nonetheless, this was well after most local governments had outlined their calendar year 2000 budgets.

After making 255 vetoes, including 20 in the transportation section of the budget, Governor Thompson signed the 1999-2001 state biennial budget into law on October 27, 1999.

TEA 21's impact

The passage of the Transportation Efficiency Act for the 21st Century

(TEA 21) has had a positive impact on transportation funding for the state. However, soon after TEA 21 was passed, some Wisconsin legislators floated plans to reduce the state's commitment to transportation...in essence, replacing state dollars with federal funds. Fortunately, these ideas did not gain a lot of support from the Governor's office or legislature as a whole.

By ensuring that funds in the Highway Trust Fund were spent on highways and transit, Wisconsin's federal revenue allocations experienced a significant increase (see graph below). The mechanism for adjusting allocations up or down depending on trust fund balances is known as Revenue Aligned Budget Authority (RABA); this dollars-in, dollars-out concept keeps transportation funding in line with travel and motor fuel consumption. This means when the economy does well, more products are shipped and personal travel increases; this also increases the revenues available to the trust fund.

So far, RABA adjustments have brought more transportation revenues

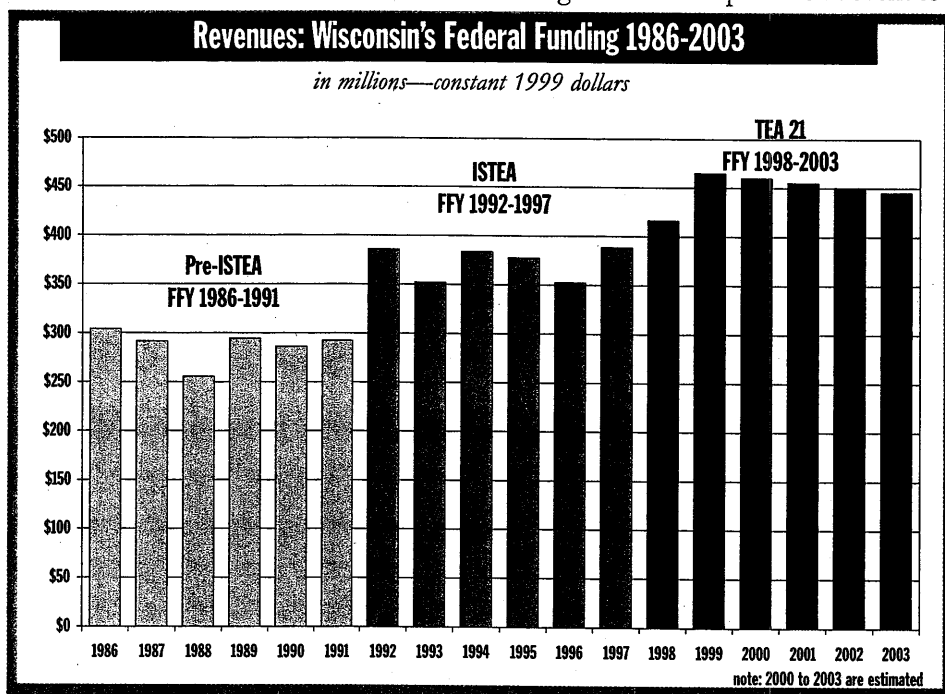
to Wisconsin than were originally authorized in TEA 21. However, this adjustable nature of TEA 21 also makes it difficult to predict future federal funds with accuracy. The future of RABA is somewhat uncertain, as the concept was undermined in the federal fiscal year 2000 appropriations process. Some RABA funds were spent outside of the structure designed in TEA 21 and many fear this has the potential to disrupt the carefully negotiated balances reached in TEA 21.

Role of federal funds in 1999-2001 budget process

When the Legislature was developing its 1997-99 biennial budget it was forced to estimate federal revenues for the next two years. Exact figures were unknown because in ISTEA (federal transportation authorization bill) was due for reauthorization during the biennium. They made a "best guess" estimate and included a provision in the 1997-1999 budget mandating that WisDOT return to the Joint Finance Committee with a recommended spending plan for additional federal funding, if it exceeded the Legislature's estimate by more than 5%.

TEA 21 funding levels exceeded that threshold, therefore a FY 1998 federal expenditure plan was submitted to JFC in July, 1998 and approved with little modification. A FY 1999 plan was approved by JFC on December 2, 1998. Both the FY 1998 and 1999 plans distributed the increased federal funds in basically the same manner as previous federal transportation funds.

The FY 1999 plan allocated \$127.1 million in highway federal-aid and \$11.3 million in non-highway federal aid. The FY 1999 plan established a new base that was used as the starting point for the entire 1999-2001 Biennial Budget.



1999-2001 Transportation Revenues

The unpredictable nature of transportation funding is evident when reviewing the 1999-2001 budget evolution. WisDOT's original budget submission in December, 1998 estimated total revenues at \$4.02 billion, \$100 million less than the

transportation program is based primarily on inflation, travel growth and increased federal funding as a result of TEA 21. The 1999-2001 budget contains no increases in registration fees or motor fuel taxes.

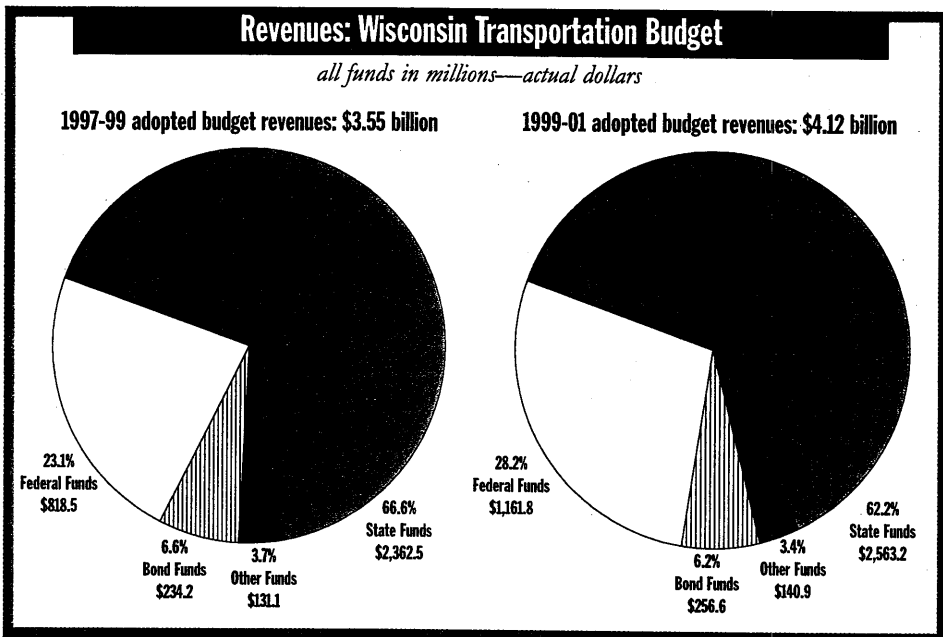
State funds: \$2,563.2 million

Revenues generated by the state are by far the largest portion of funding at 62.2%. However, state revenues play a smaller role in Wisconsin's overall funding picture than in the 1997-1999 budget when they accounted for 66.6% of the total budget.

The state's Transportation Fund includes state motor fuel taxes, vehicle registration fees, driver license fees, and other taxes and fees (see graph on page 4). In the 1999-2001 budget, WisDOT does not request increases in registration fees or motor fuel taxes beyond those associated with indexing (inflation).

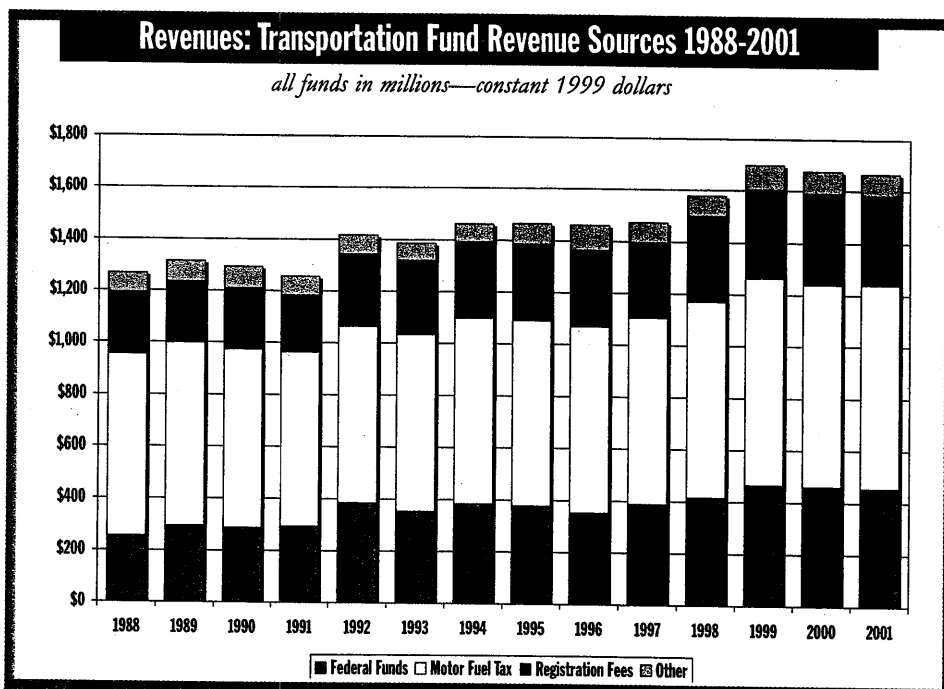
The 1999-2001 budget predicts growth in state-generated revenues of \$200.7 million for the biennium above approved 1997-1999 budget levels.

The two main 1999-2001 revenue sources for Wisconsin's



revenue projection of \$4.12 billion in the adopted 1999-2001 budget. The increase is a re-estimation of both state and federal funds. State fund projections for the biennium were increased in April, 1999 by \$11.6 million; the increase resulted primarily from higher than anticipated motor fuel tax and registration revenues. Federal funding projections increased \$80.3 million due to increased discretionary funds and increases in the Highway Trust Fund revenues, which is in turn redistributed to the states.

Revenue allocated to WisDOT programs is \$4.08 billion when allocations to other state agencies are removed. Growth in the



Transportation Fund are state motor fuel taxes which comprise 64.1% (\$1,627.3 million) and vehicle registration fees at 28.5% (\$722.6 million). With state revenues relying so heavily upon the motor fuel tax, continued lower inflation rates (the factor the state's motor fuel tax rate is based upon) will limit 1999-2001 actual revenue levels.

The 1999-2001 budget does not include any major new revenue sources thereby keeping Wisconsin's funding base extremely narrow.

Federal funds: \$1,161.8 million

The federal piece of Wisconsin's transportation funding pie increased in the 1999-2001 budget by 5.1% over the 1997-99 adopted budget. This is due, in large part, to the enactment of the Transportation Efficiency Act for the 21st Century (TEA 21). The actual federal figures for 1997-99 biennium came in at \$932.9 million.

TEA 21 only provides for surface transportation funding and programs like CMAQ and Transportation Enhancements. Federal funding for airport improvements is provided through the Airport Improvement

Program, currently going through the reauthorization process.

Bond funds: \$256.6 million

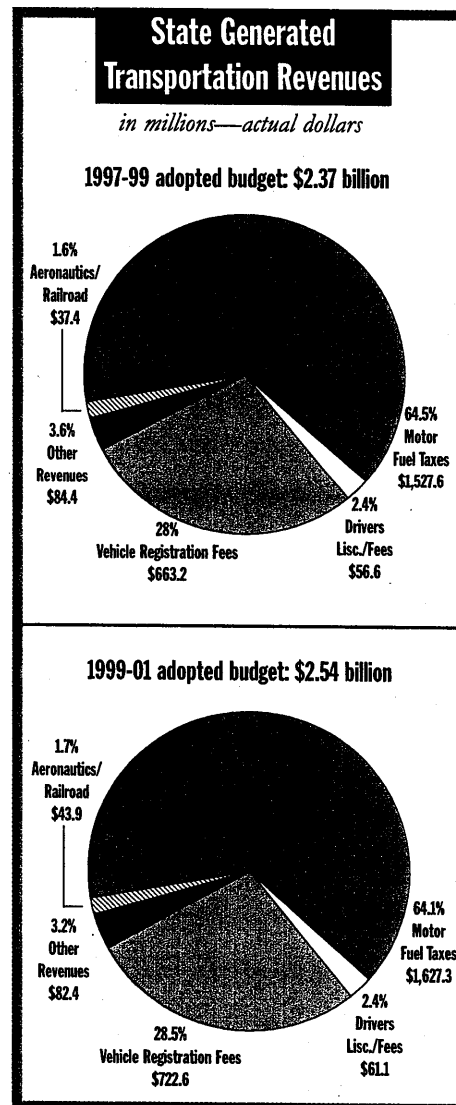
WisDOT issues transportation revenue bonds to help fund the Major Highway Program and construction of administrative facilities.

Other funds: \$140.9 million

This category includes revenues from local governments, which pay a portion (usually 10-25%) of the costs for most local transportation projects. Local governments also help fund locally important features on state projects.



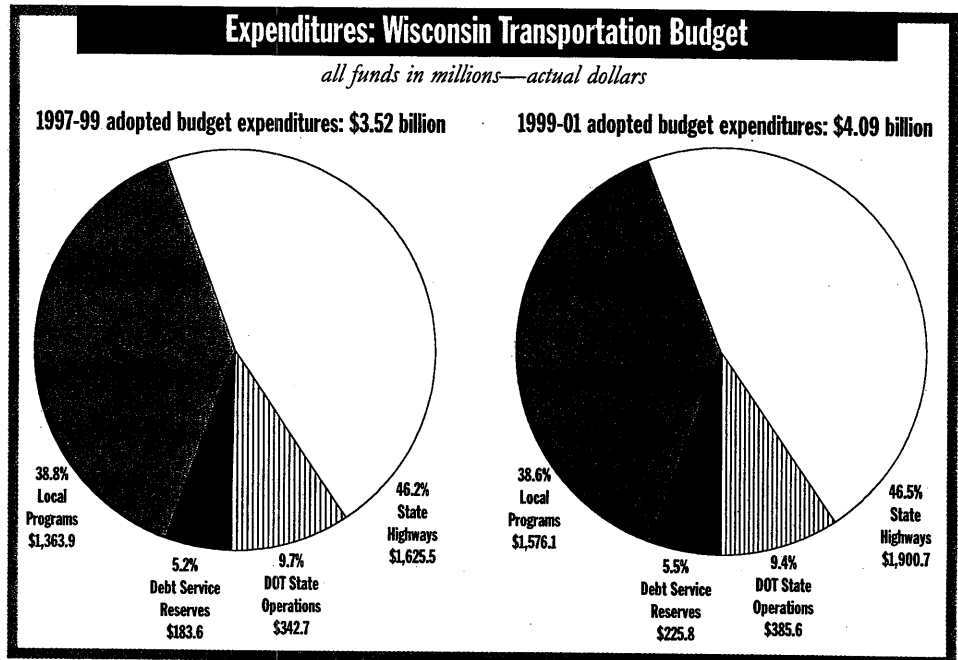
WisDOT Revenues to Other Agencies	
1997-1999 Biennial Budget	
Total Budget	3,546.3 million
Other Agencies	-30.6 million
WisDOT Allocation	\$3,515.7 million
1999-2001 Biennial Budget	
Total Budget	4,122.5 million
Other Agencies	-34.3 million
WisDOT Allocation	\$4,088.2 million



1999-2001 Transportation Expenditures

Transportation spending in Wisconsin over the 1999-2001 biennium will total \$4.09 billion. Overall, there were no big winners or losers among the modal elements of the transportation program; most programs received inflationary increases or less. As the graphs to the right show, the spending proportions closely reflect the 1997-1999 adopted budget.

Much more so than in previous budgets, the spending increases in this budget are often "front-end loaded." This means that the largest spending increases occur in the first year of the biennium, with amounts either staying flat or being reduced in the second year.



Expenditures: State Highway Program

Major Highways		
1999 Base:	\$192,820,400	Annual Change
Federal Plan	\$14,685,000	
2000 Budgeted:	\$219,504,400	5.8%
2001 Budgeted:	\$220,013,900	0.2%

Major Highways

The Major Highways component of the program handles the development or reconstruction of a highway. This allows the state to provide long-term solutions where there are serious safety, design and/or capacity deficiencies on heavily traveled portions of the state trunk highway system.

Inflationary increase over biennium. The 1999-2001 budget provides a 5.9% increase in the Majors program over the biennium, however this increase is almost exclusively (5.8%) in the first year of the

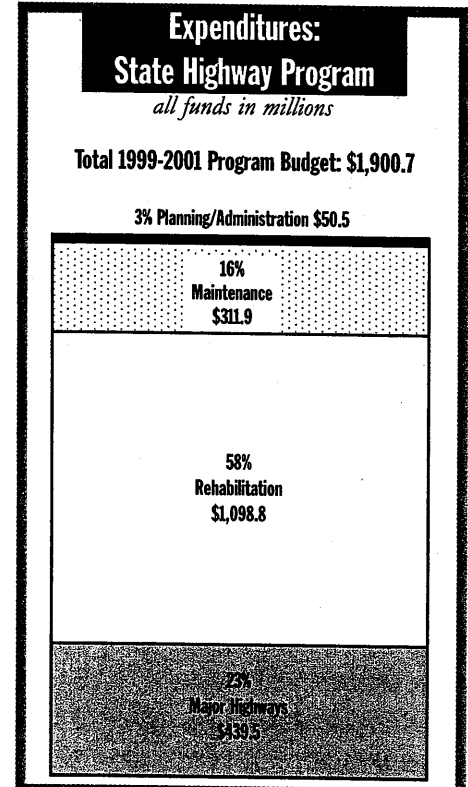
biennium.

Enumeration of Major Projects.

As part of the biennial budget, two new major highway projects were enumerated by the Legislature: 1) a portion of USH 41 in Oconto and Marinette counties; and 2) a project on STH 23 in Sheboygan and Fond du Lac counties.

Under Wisconsin Statutes, WisDOT cannot construct a project meeting the definition of a "major project" without an act of the Legislature to list it in the statutes. This act is termed enumeration, which may be accomplished in one of two ways.

- Major highway projects can be recommended to the Legislature for enumeration after they are evaluated and ranked by the Transportation Projects Commission (TPC). The TPC may



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recommend projects only if construction on them can begin within six years. The TPC did not meet in 1998, and therefore did not recommend any new enumerations.

- The Legislature can add projects without a TPC recommendation.

TPC statutory language changed. WisDOT must receive approval from the TPC prior to preparing an environmental impact statement (EIS) or an environmental assessment (EA) for a potential major highway project. This requirement will begin with projects entering the preliminary engineering or design work phase after April 1, 2000.

Bonding level. The biennial budget authorizes bonding of the Major Program to cover 54.5% of the total funding level, down from 55% in the past.

State Highway Rehabilitation		
1999 Base:	\$461,716,000	Annual Change
Federal Plan	\$73,710,300	
2000 Budgeted:	\$547,174,200	2.2%
2001 Budgeted:	\$551,651,700	0.8%

State Highway Rehabilitation

The STH Rehabilitation Program consists of three subprograms:

- Existing Highways (3-R)
- State Bridges
- Interstate System

The STH Rehabilitation process is detailed in the state's six-year Highway Improvement Program, which is re-examined and updated every two years to reflect funding and priorities established in the state biennial budget.

STH Rehabilitation funded under inflation. The 1999-2001 budget includes a 2.6% increase over the biennium, 2.2% in the first year.

Funds set aside to implement stormwater regulations

The Wisconsin Department of Transportation has set aside a total of \$5.65 million in FY 2000 and \$6.25 million in FY 2001 to implement stormwater regulations. With the exception of \$900,000 per year the legislature allocated for this purpose, the remainder of funding will be taken from the Major Projects and State Highway Rehabilitation program base levels.

WisDOT personnel costs to manage the implementation are expected to total almost \$1 million over the biennium.

State Highway Maintenance/Traffic Operations		
1999 Base:	\$148,724,600	Annual Change
2000 Budgeted:	\$155,672,300	4.7%
2001 Budgeted:	\$156,182,300	0.3%

State Highway Maintenance and Traffic Operations

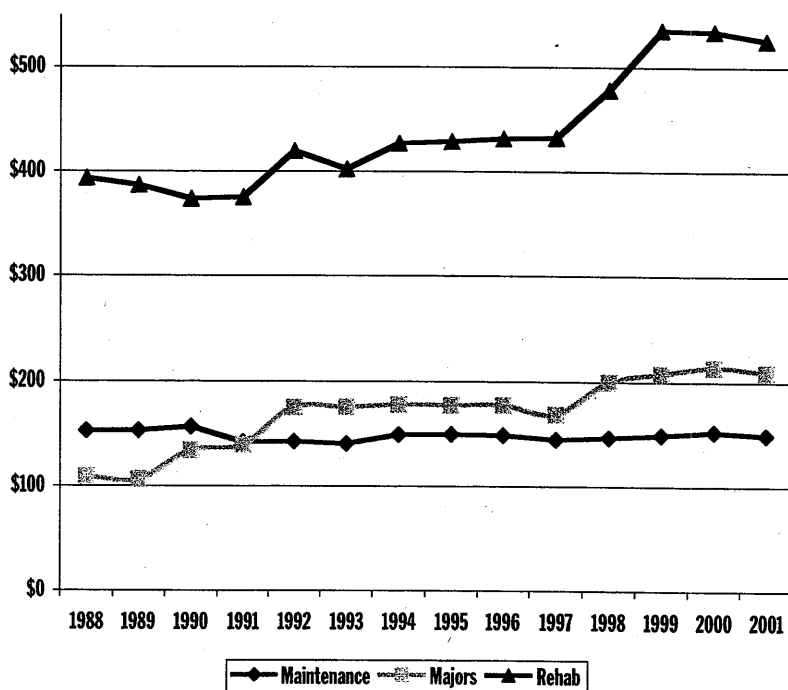
Maintenance on the STH system -- primarily snowplowing and routine preventative work -- is performed by contract with Wisconsin's 72 counties.

Funding attempts to meet needs. This program is recommended to receive a higher-than-inflation funding level for the first time since 1994; the FY 2000 funding boost of \$6.9 million is a 4.7% increase. WisDOT has stated that, even with the higher increase, this level does not fully fund all level-of-service needs suggested by projected growth in travel and lane miles. The increase in FY 2001 is 0.3%.

Reallocating personnel to Transportation Districts. To increase the local planning capabilities in Transportation Districts, a total of 12 positions will be transferred from the Maintenance and Traffic Program to the Planning and Local Assistance

Expenditures: State Highway Program 1988-2001

all funds in millions—constant 1999 dollars



Section of the Division of Transportation Districts (primarily to staff Districts 1, 2 and 3).

Outdoor Advertising Sign Permit System/Fees. The entire \$510,000 increase received in FY 2001 is for a modern inventory system for outdoor advertising signs. The funds will be used to cover the development and ongoing maintenance of the system. It is assumed that revenues from annual permits on outdoor signs will cover the expense.

Wisconsin Scenic Byways Program. A Scenic Byways Program was created as part of the 1999-2001 Biennial Budget. This program gives the DOT Secretary the discretion to designate roads in Wisconsin as scenic byways and apply to the federal government for national scenic byways designation. Since the budget provides no specific funding for the Scenic Byways Program, any program costs must be covered by the State Highway Maintenance, Repair and Traffic Operations section.

State Highway Administration & Planning		
1999 Base:	\$22,510,200	Annual Change
Federal Plan	\$2,396,700	
2000 Budgeted:	\$25,286,000	1.5%
2001 Budgeted:	\$25,231,000	-0.2%

State Highway Administration and Planning

This funding proposal accommodates the personnel and associated costs necessary to administer the state's biennial \$1.9 billion STH Program. A combination of state and federal funding comprises this category. The federal component was increased by \$2.4 million for FY 1999 as a result of TEA 21 providing increased funding for the State Planning and Research Program (SPR) and the Metropolitan Planning Program.

Environment and land use provisions...

Local planning efforts

The final budget contains an extensive package of planning-related provisions, including a grant to local governments for the transportation element of comprehensive plans. \$1 million annually will be transferred from WisDOT to a new appropriation in the Department of Administration to serve this purpose. General local planning activities can be funded by a new \$1.5 million annual GPR-funded grant program.

Finally, all local governments are required to have a comprehensive plan by January 1, 2010 with local programs and land use actions thereafter consistent with their plan.

Nitrogen Oxide (NOx) Emission Reductions

The budget places a restriction on the amount of NOx emission reductions the Wisconsin Department of Natural Resources (WisDNR) can require from specific electric-generating facilities in certain Northern and Western counties. This provision could cause emission caps on the mobile sector to tighten. By limiting the amount of reductions that can be required of certain utilities, a greater amount of emission reductions may be required from the mobile sector under the State NOx reduction plan.

DOT/DNR Agreement for Environmental Approval

WisDOT's rail, harbor and airport projects are now exempt from the permit, approval and public hearing requirement provisions outlined in the statutes, if the projects are carried out in accordance with the standard DOT/DNR cooperative agreement liaison process.

Offsite contamination source liability exemption

State agencies are now exempt from liability related to contamination originating from outside a state agency's property, if the state agency did not cause or contribute to the contamination. This change puts the responsibility for remediation on the person who owns the source of contamination, not the abutting property owner "receiving" the contamination.

Expenditures: Local Transportation Capital Assistance

Local Road & Bridge Program

1999 Base:	\$146,169,800	Annual Change
Federal Plan	\$23,341,700	
2000 Budgeted:	\$243,355,000	43.6%
2001 Budgeted:	\$170,855,000	-29.8%
(includes Local Bridge Assistance and Local Trans. Fac. Impr.)		

Local Road and Bridge Program

The Local Road and Bridge Program comprises the largest share of transportation capital assistance programs. It contains two primary components: 1.) State and federal funding for bridge replacement; 2.) Federal aid for rehabilitation of local roads and streets.

High-Cost Local Bridge Program. The 6th Street Viaduct in Milwaukee is the last of the previously authorized high-cost local projects. The State of Wisconsin reached an agreement with the City of Milwaukee and Milwaukee County for the funding allocation on this project to consist of \$51 million in special federal Interstate Cost Estimate (ICE) funds and \$6.5 million in state funds.

Design-Build Contract on Sixth Street Bridge. The budget provides WisDOT with the authority to enter into a "design-build" contract for the 6th Street Bridge in Milwaukee subject to certain conditions. WisDOT is required to submit a report within five years to the Governor and Legislature describing the effectiveness of the design-build contract procedures.

Local Road Improvement Program (LRIP). The LRIP program, a component of the Local Road and Bridge Program, addresses long-lasting infrastructure improvements to local roads and streets (county, town, and municipal). The basic LRIP program increases by

3.4% in the first year of the biennium (from \$15.2 million in 1999 to \$15.7 million in 2000) and then falls back to 1999 levels in the second year of the biennium. Of that \$500,000 increase in state funds for 2000, \$215,000 will go to CHIP (counties) and \$142,500 each for the TRIP (towns) and MSIP (municipalities).

In addition, the LRIP discretionary program adds a new MSIP discretionary program and funds it at \$1.3 million in the first year of the biennium and \$750,000 in the second year.

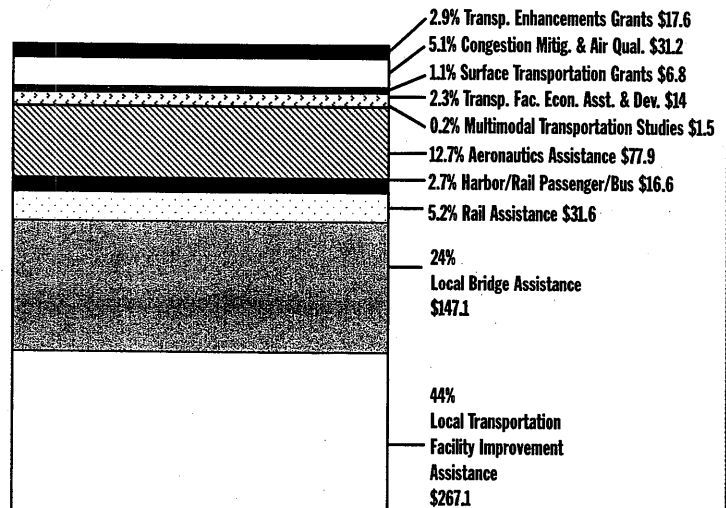
The TRIP discretionary (TRIP-D) program receives a \$1 million one-time increase in FY 2000, that will not be part of the \$500,000 "base" funding level.

Statewide Local Pavement Condition Inventory. The biennial budget includes provisions recommended by the Local Roads and Streets Council to collect the data necessary for the first statewide picture of the physical condition of local roads and streets by December 15, 2001. Every local government is directed to assess the physical condition of the highways under its jurisdiction, using a pavement rating system approved by WisDOT. This

Expenditures: Local Transportation Capital Assistance

all funds in millions

Total 1999-2001 Program Budget: \$611.5



data will be reviewed by WisDOT to assess the accuracy of mileage and other data concerning the local government report submittals.

TRIP-Funding/Pavement Rating Training. A portion of the increase in the TRIP-D program will be used to contract with the UW-Extension for training and technical support to assist local governments in assessing the physical condition of their roads and streets. This will assist in compliance with the Statewide Local Pavement Condition Inventory program discussed above.

Rail Assistance

1999 Base:	\$14,392,000	Annual Change
Federal Plan	\$1,200,000	
2000 Budgeted:	\$15,795,900	1.3%
2001 Budgeted:	\$15,795,900	0.0%

Rail Assistance

Since the 1977-79 biennium, rail programs have been directed toward assisting localities which have

recently lost rail service. In addition, WisDOT is continuing programs aimed at preserving rail service which might otherwise be abandoned, providing financial assistance to freight rail service providers, and preserving selected abandoned rail corridors for future public purposes.

Freight rail infrastructure loans.

This program offers low or no interest loans to improve freight rail infrastructure. Loans are available to railroads, shippers and local governments for a variety of capital improvement projects such as track rehabilitation, track consolidation, intermodal facilities and industrial spurs. The proceeds from repaid loans are available for reinvestment in the program as a revolving fund. WisDOT's long-term goal is to make this program self-sustaining with a constant funding level, through revolving loans. The current size of the program's revolving loan is \$5.6 million per year.

Freight Rail Service Preservation Program. This program helps continue freight rail service by assisting in the public acquisition and rehabilitation of rail lines and by acquiring abandoned railroad corridors that have the potential for future transportation or recreational uses. The budget requests \$4.5 million in new bonding authority for this program, the same level as the 1997-99 budget.

Funding for OCR-Ordered Rail/Highway Crossing

Improvements. In addition to continuing the recently-increased federal funding level of \$2.7 million annually for projects ordered by the Office of the Commissioner of Railroads (OCR), the budget increases state funding for these projects from

\$450,000 a year to \$700,000 annually. The Governor's veto message does indicate, however, that the increase will be held in unallotted reserve pending a joint WisDOT-OCR review of priorities among OCR's list of ordered projects.

Harbor/Rail Passenger/Bus		
1999 Base:	\$5,500,600	Annual Change
Federal Plan	\$341,300	
2000 Budgeted:	\$8,479,300	45.1%
2001 Budgeted:	\$8,170,600	-3.6%

Harbor/Rail Passenger/Bus

Harbor Assistance. The budget includes \$7 million in additional general obligation bonding and \$1 million in state funds for the Harbor Assistance Program. WisDOT is required to award grants to the cities of Marinette (\$4 million) and Milwaukee (\$800,000). The Harbor Assistance Program provides financial assistance to harbor communities for dock surfacing and reinforcing, repairing or replacing mooring structures, and other improvements that maintain or improve waterborne commerce.

Rail Passenger Assistance. The 1999-2001 budget continues funding Wisconsin's share of Amtrak's Hiawatha service between Milwaukee and Chicago. The service is eligible for federal highway aid funds as it serves as a form of traffic mitigation in the corridor. The service is eligible for 80% federal funds in FY 2000 and 90% in FY 2001.

Passenger Rail State Improvement Grant Program. This new program will make grants available to local governments or private entities for construction or rehabilitation of passenger rail stations along existing or proposed

passenger rail routes. To be eligible for the grants, projects must be supported through adopted resolution by the local governing body. The grant is limited to 33% of construction costs or \$60,000, whichever is less (the entire program is only \$60,000 in FY 2000 and not funded in FY 2001). No grants can be awarded until the Governor's Blue Ribbon Task Force on Passenger Rail issues its final report which is due by the end of CY 2000.

Intercity Passenger Rail Service Crossing Repair. WisDOT received a \$500,000 federal earmark in FY 2000 to upgrade crossings along the designated high-speed rail corridor between Milwaukee and Chicago.

Aeronautics Assistance		
1999 Base:	\$38,998,800	Annual Change
2000 Budgeted:	\$38,912,700	-0.2%
2001 Budgeted:	\$38,955,700	0.1%

Aeronautics Assistance

Aeronautics Program funding comes primarily in the form of federal aid. This assistance is used for runway construction, extensive pavement rehabilitation, land acquisition and the construction of navigational aids and lighting systems.

The recently completed State Airport System Plan outlines needs and recommended airport classifications for Wisconsin's 100 public use airports for the next 20 years. Specific airport projects are then incorporated into the state's five-year program.

Aviation Career Education (ACE) Program. A new appropriation was created for the ACE program which provides socially and economically disadvantaged youth with training and apprenticeship opportunities in aviation-related jobs.

Multimodal Transportation Studies

1999 Base:	\$750,000	Annual Change
2000 Budgeted:	\$750,000	0.0%
2001 Budgeted:	\$750,000	0.0%

Multimodal Transportation Studies

In WisDOT's original budget submittal this funding category was set at \$1.95 million per year to fund two comprehensive commuter rail studies within the 1999-2001 biennium. They are proposed to look at alternatives and analyze Dane County or Milwaukee-Kenosha routes. In order for these projects to qualify for future federal funds, an in-depth study of this type is needed. However, those studies were removed from this funding category in the Governor's budget and will be funded, instead, out of other programs.

Transp. Facilities Economic Assist. & Dev.

1999 Base:	\$7,000,000	Annual Change
2000 Budgeted:	\$7,000,000	0.0%
2001 Budgeted:	\$7,000,000	0.0%

Transportation Facilities Economic Assistance & Development

This program provides funding for time-sensitive transportation improvement projects and those that increase jobs in Wisconsin. Local governments apply for the grants in cooperation with private businesses. There is no increase in this program over the biennium. The state share of this matching grant program is \$3.5 million annually.

Surface Trans./Enhancements Grants & CMAQ

1999 Base:	\$17,416,200	Annual Change
Federal Plan	\$9,417,000	
2000 Budgeted:	\$27,833,200	3.7%
2001 Budgeted:	\$27,833,200	0.0%

(includes all three categories)

Surface Transportation Grants, Transportation Enhancements, and Congestion Mitigation & Air Quality

Significant increases for these programs were incorporated into the 1999 base with jumps in federal funds for both the Enhancements (\$2.5 million) and Congestion Mitigation & Air Quality (CMAQ) (\$6.9 million) programs. There is a \$1 million increase in FY 2000 which reflects the special federal ICE (Interstate Construction Estimate) funding allocated for the Milwaukee Lakeshore Parkway.

All of the programs in this section award grants for projects that encourage the reduction of single-occupant vehicle travel or promote alternative travel modes.

Surface Transportation Discretionary Grant Program (STP-D) (\$2.7 million annually):

The federally funded STP-D program funds only capital projects. To date, this program has mainly covered transit capital purchases (buses and bus shelters) and bicycle/pedestrian facilities.

Transportation Enhancement Grants (\$6.2 million annually): A major funding source for "stand-alone" bicycle and pedestrian facilities (as opposed to paved shoulders called for in standard highway plans). This program can also provide funding for historical and archeological projects related to transportation, or for landscaping and other projects that enhance a transportation facility.

CMAQ (\$12.5 million annually): Eligibility for CMAQ grants is limited to areas that are not in compliance with federal air quality standards. Funds can be used for operating costs of expanded transit service or capital projects.

Assorted transportation-related budget provisions...

USH 8 Corridor Study.

WisDOT will conduct a corridor study of USH 8 in Barron, Polk, Price and Rusk counties. The results of the study must be reported to the respective county boards by June 30, 2001.

USH 10 Study of Potential Improvements. WisDOT will conduct a study of possible improvements to USH 10 between Marshfield and Osseo. The completed study will be presented to the Governor and Legislature.

Hartford Heritage Auto Museum. WisDOT will erect directional signs along USH 41 near the interchange with STH 60 for the Hartford Heritage Auto Museum, without charge.

America's Black Holocaust Museum. WisDOT will maintain the existing directional sign along I 43 for America's Black Holocaust Museum, without charge.

Village of Clear Lake Box Culvert. WisDOT will replace the railroad grade crossing under USH 63 near the village of Clear Lake with a box culvert with dimensions to accommodate the passage of snowmobiles under the highway.

Bong Air Museum. In FY 2000, WisDOT will provide up to \$1 million in federal funds to the city of Superior to assist in construction of the Richard I. Bong Air Museum. The grant amount awarded for the project may not exceed 80% of construction costs.

Expenditures: Transportation Aids

General Transportation Aids

1999 Base:	\$326,483,400	Annual Change
2000 Budgeted:	\$337,502,200	3.4%
2001 Budgeted:	\$348,521,000	3.3%

General Transportation Aids

General Transportation Aids (GTA) is the largest local aid program. The GTA program pays a portion of local governments' costs for activities such as road and street reconstruction, filling potholes, snow removal, grading shoulders, marking pavement, and repair of curbs and gutters. The rate per mile in the GTA distribution formula increased \$108 over FY 1999, and is set at \$1,644 for CY 2000 (calendar year) and after.

The 1999-2001 budget includes the following GTA changes:

Local segregated account for highway purposes. WisDOT may not pay GTA to a local government unless it "establishes and administers a separate segregated account from which moneys may be used only for purposes related to local highways," and deposits all state or federal moneys for local highway purposes into that account.

In the Governor's veto message, he directed the Department of Revenue to create administrative rules to implement this provision in consultation with local governments and WisDOT.

Formulas suspended in CY 2001.

In calendar year 2001, each local government will receive a GTA payment which is exactly the same amount it received in CY 2000.

Since CY 2001 funding levels do not increase over CY 2000, if formulas were left in place and some local governments received funding increases others, out of necessity,

would experience decreases. This suspension provision prevents any local government from experiencing a funding reduction in CY 2001.

Local mileage certification.

The 1999-2001 budget contains a provision which states that local governments experiencing no mileage changes must file either a certified plat or a certified statement that no mileage changes have occurred. These will be due by December 15 of each odd-numbered year.

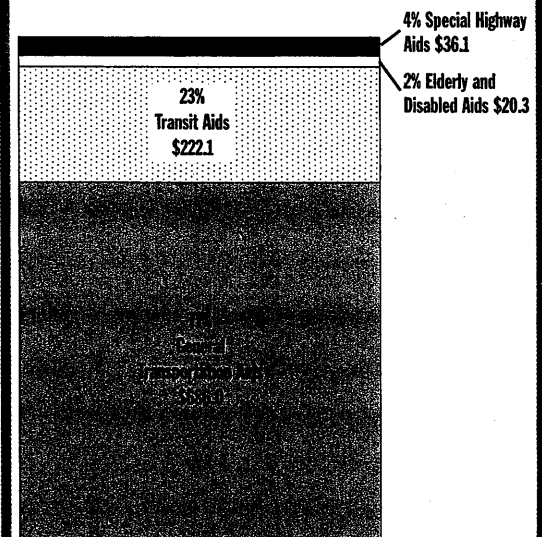
Beginning in CY 2001, the requirement for local governments to file certified plats with county clerks is eliminated and the mileage certification process is changed to an annual activity. For GTA calculations, however, mileage changes will continue to be reflected on a two-year delayed basis.

Clarifying the basis for determining the eligibility of

Expenditures: Transportation Aids

all funds in millions

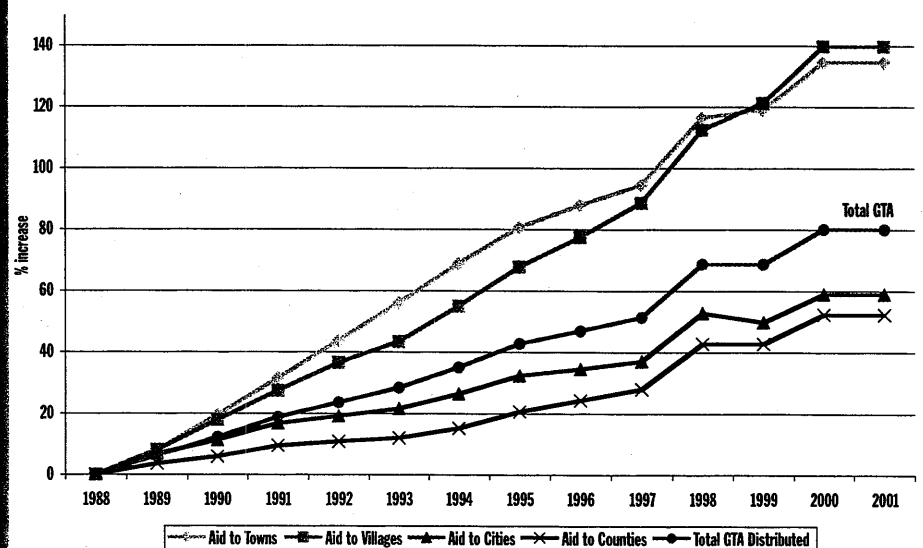
Total 1999-2001 Program Budget: \$964.6



police costs. The budget contains technical language recommended by the Local Roads and Streets Council which eliminates the requirement that police costs be included "to the extent they are highway related" in

General Transportation Aids: Relative Growth 1988-2001

percent growth based on actual dollars



the local expenditures used to distribute GTA funding. The requirement is replaced by more general language that some portion of local police costs, identified in consultation with local governments, be included.

Transit Aids		
1999 Base:	\$97,169,600	Annual Change
Federal Plan	\$7,600,000	
2000 Budgeted:	\$108,684,600	3.7%
2001 Budgeted:	\$113,452,500	4.4%

Transit Aids

Aid for public transit was increased \$12.6 million over the biennium. State transit aid is the largest source of funding for the operating costs of Wisconsin's public transit systems. State aid recipients include approximately 25 local bus systems

and 40 shared-ride taxi systems.

Local segregated account for transit purposes. WisDOT may not pay state public transit aid to a local government unless it "establishes and administers a separate segregated account from which moneys may be used only for purposes related to a mass transit system," and deposits into the account all state or federal moneys it receives for a mass transit system. The Governor's veto message directs the Department of Revenue to create administrative rules to implement this provision in consultation with local governments and WisDOT.

Tiers restructured. Four levels of transit systems (Milwaukee; Madison; medium-sized cities "Tier B;" and smaller-municipalities "Tier C") were created for funding distribution

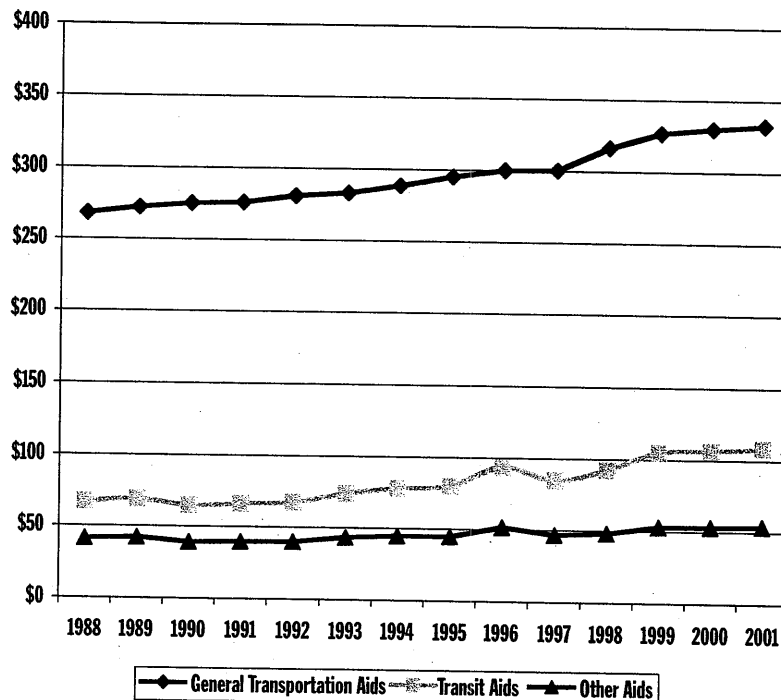
purposes.

New distribution formula. For Tier B and C transit systems, state aid allocations will be based on a new calculation. This method will ensure that the combination of federal and state aid for each system within a tier is equal to a uniform percentage of eligible expenses the system incurred during the second preceding year.

Cost-efficiency standards. Beginning in CY 2000 WisDOT may not pay state transit aid unless cost-efficiency standards are set in administrative rule for each tier. When these rules are in place, WisDOT may reduce the amount of state aid paid to a system that incurs costs which are inconsistent with the cost-efficiency standards.

Expenditures: Local Transportation Aids 1988-2001

all funds in millions—constant 1999 dollars



Light Rail expenditures prohibited. WisDOT is prohibited from spending any federal ICE (Interstate Cost Estimate) or state funds for any purpose related to a light rail mass transit system before July 1, 2001. Exceptions are made for a light rail mass transit system already under construction (City of Kenosha system) and light-rail related expenditures required under the USH 12 (Middleton to Lake Delton) memorandum of agreement signed in 1999.

Elderly and Disabled Aids

1999 Base:	\$8,886,900	Annual Change
Federal Plan	\$300,000	
2000 Budgeted:	\$9,832,500	7.0%
2001 Budgeted:	\$10,469,000	6.5%

Elderly and Disabled Aids

WisDOT administers two programs to assist elderly and disabled residents meet their mobility needs: an aid program that provides assistance to counties based on eligible population and a capital grant program that helps non-profit organizations and local governments purchase vehicles.

E & D County Aids. The budget increases funding \$1.5 million in the biennium to provide a 7% increase in Elderly and Disabled Transportation Aid to Counties in FY 2000 and an additional increase of 8% in FY 2001.

E & D Capital Grants. Vehicle grants were also increased by 7% in FY 2000 and 8% in FY 2001.

Special Highway Aids

1999 Base:	\$17,706,000	Annual Change
2000 Budgeted:	\$18,224,400	2.9%
2001 Budgeted:	\$17,921,000	-1.7%

Special Highway Aids

This budget item increases funding for Lift Bridge Aids by \$488,400 during the biennium and \$245,000 for Expressway Policing Aid to Milwaukee County. Covered areas are broken out as follows (biennial total in millions):

Connecting Highway Aids: \$25.7

Lift Bridge Aids: \$3.2

County Forest Road Aids: \$0.6

Flood Damage Aids: \$1.2

Expressway Policing Aids: \$2.0

Highway Safety, Local Assistance and Federal Funds: \$3.4



TDA perspectives on 1999-2001 biennial budget...

The time to look ahead to 2001-2003 is now

by Philip J. Scherer, Executive Director

At long last, the 1999-2001 budget is complete. At best, it could be described as a "status-quo" or "placeholder" budget. Certainly it was not a visionary commitment to the importance of transportation in Wisconsin. There were few noticeable winners or losers in the 1999-2001 budget, and many programs did not even receive inflationary increases.

The tardiness of this budget means it is already time for WisDOT to start preparing for the 2001-2003 budget process. As this conclusion emphasizes, the next budget is a critical time to address some of the major transportation funding needs. First, though, it is valuable to look at some of the aspects that make the 1999-2001 budget unusual...

TPC process for Majors

In the 1999-2001 budget, the Legislature stepped outside of the normal process for enumerating Major Projects. Projects are typically enumerated by the Transportation Projects Commission (TPC), however in this budget the Legislature enumerated two projects (USH 41 and STH 23) on its own.

As you may recall during the 1997-1999 biennium the TPC was not convened...no meetings, action or recommendations. The two-year hiatus was primarily because of the provision in the past biennial budget which stated that the TPC could not enumerate projects that could not be started in six years. This catch-up

period did not likely hurt the Majors program; however, if the TPC does not meet and enumerate projects for the 2001-2003 budget, delays in project delivery will likely result.

It is important to note, however, that the TPC process was modified in this budget to facilitate earlier input in the project review process by the commission. This will address recent criticisms on lack of involvement by the commission during the most formative stages of a project.

Project specifics abound

It is hard to recall a time when so many specific transportation projects were wrapped-up in a biennial budget. While the Governor's veto eliminated many of the local provisions several still remain, for example:

- Sidewalks in Wisconsin Rapids
- Installation of traffic control signals at four specific intersections in state
- Directional signs for the Hartford Heritage Auto Museum and America's Black Holocaust Museum
- Box culvert in Village of Clear Lake
- Milwaukee Lakeshore Walkway
- Bong Air Museum
- Flambeau River Recreational Bridge
- Little Lake Butte des Morts Trestle Trail Causeway
- Kinnickinnic River Bike Trail

Although many of these projects are needed and justified, the trend toward accomplishing more and more of them through the political process rather than through comprehensive planning and programming channels is

questionable. If an increasing number of legislators predicate their vote for any given transportation budget upon his or her ability to "deliver" a specific stop light, bicycle trail or intersection improvement, the potential for a fragmented and partisan budget grows. Over the years, Wisconsin legislators have tended to avoid this temptation.

Front-end loaded budget

The annual appropriations in this budget are "front-end loaded" much more than in past budgets; the largest spending increases occur in the first year of the biennium, with amounts either remaining flat or being reduced in the second year. This was a very deliberate and conscious effort by the legislature. As biennial budgets are developed, the last year of any biennium (referred to as the base year) is used as the starting point for discussing funding levels. Holding this figure (FY 2001) low will make it easier for legislators to keep the 2001-2003 budget figures lower as deliberations begin.

Challenges on horizon for 2001-2003

Probably the largest hurdle for transportation stakeholders to overcome in the next budget will be to overcome the mood that exists in much of the legislature and elsewhere...that transportation programs are flush with money. After the record-setting 1997-1999 budget and TEA 21 gains, the general feeling

is that transportation needs have been taken care of. This myth simply isn't true. Although those two transportation bills were very positive steps in the right direction, they were just that...steps.

As we all know, there are several large-scale funding needs on the horizon such as the Marquette Interchange and possibly the Midwest Regional Rail Initiative. In addition, the recently completed State Highway, Bicycle and Airport System Plans conservatively cite funding shortfalls. Additional plans will be developed in 2000 (transit and rail) to give us a better feel for the needs of those elements of our transportation system. Equally important, the costs associated with local road needs will be better identified after the Wisconsin Information System for Local Roads (WISLR) is in place.

When all of these funding needs are added up, early estimates suggest funding should be increased by approximately \$570 million for the 2001-2003 biennium. Demonstrating these needs is the best way for transportation stakeholders to combat the myth of transportation as the "fat cat."

Revenue options require serious consideration

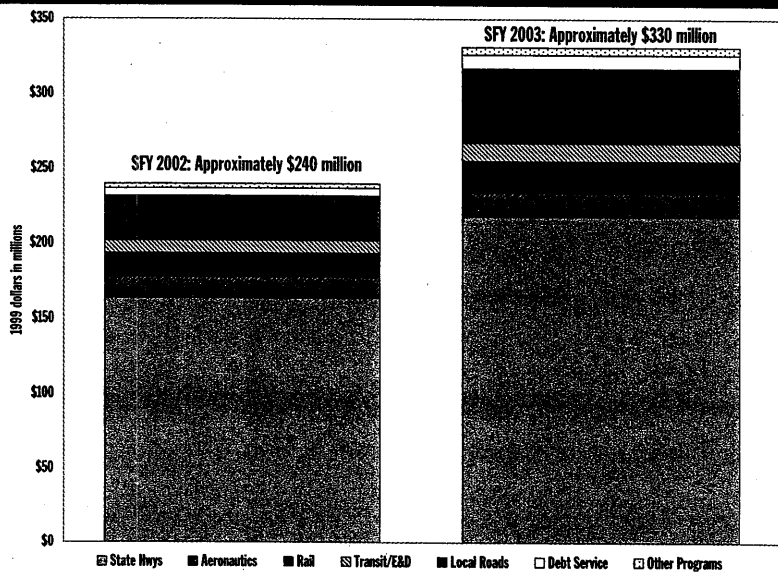
Wisconsin's funding base relies heavily upon fuel taxes and registration fees and increases in either of these areas are becoming increasingly difficult. As we continue to expand our modal options, increase planning/environmental efforts and respond to ever-increasing mobility needs, a broadening of the state's transportation revenue base must be considered.

Now is the time to dust-off the legislature's Transportation Finance Study Committee (TFSC) 1997 report. The committee reached innovative conclusions about the viability of some long-term funding options which deserve to be considered. In addition, it is time to study how to best fund aviation and rail (both passenger and freight).

The needs that once seemed on the distant horizon are now knocking at our door, Wisconsin needs to find ways soon to address them—starting in the 2001-2003 biennium.



Additional funding needs in 2001-2003 budget: approx. \$570 million



Overview of Wisconsin's 2001-2003 funding needs

	FY 2001 (base year)	FY 2002	FY 2003
State Highways	\$953.1		
Inflationary adjustment		\$28.6	\$58.1
Shortfall identified in SHSP (approx.)		\$135.0	\$160.0
		\$163.6	\$218.1
Aeronautics	\$39.0		
Inflationary adjustment		\$1.2	\$2.4
Shortfall identified in SASP		\$12.9	\$13.2
		\$14.1	\$15.6
Rail (passenger and freight)	\$20.0		
Inflationary adjustment		\$0.6	\$1.2
Midwest Regional Rail Initiative		\$13.2	\$17.1
Will be further identified in 2000 plan		?	?
		?	?
Transit/Elderly and Disabled	\$124.0		
Inflationary adjustment		\$3.2	\$7.0
Will be further identified in 2000 plan		?	?
		?	?
Local Roads	\$537.2		
Inflationary adjustment		\$16.1	\$32.7
Improvement (clarified by new local road database)		?	?
		?	?
Debt Service	\$122.7		
Inflationary adjustment		\$3.7	\$7.5
Determined by legislature		?	?
		?	?
Other Programs	\$39.6		
Inflationary adjustment		\$1.2	\$2.4
Determined by legislature		?	?
		?	?

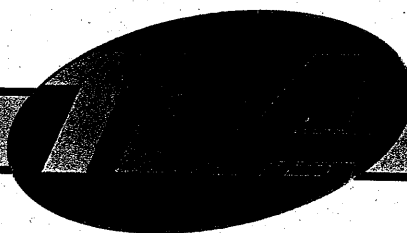
1999-2001 Transportation Budget: Totals for Biennium

All funds (state and federal)

		1999-2001 Budget	
	Base Year Doubled		%
	(FY 1999)	Dollars	Change
Transportation Aids			
General Transportation Aids	652,966,800	686,023,200	5.1%
Transit Aids	209,539,200	222,137,100	6.0%
Elderly and Disabled Aids	18,373,800	20,301,500	10.5%
Special Highway Aids	35,412,000	36,145,400	2.1%
Total Transportation Aids	916,291,800	964,607,200	5.3%
Local Transportation Capital Assistance			
Local Trans. Fac. Impr. Assist.	251,928,200	267,128,200	6.0%
Local Bridge Assistance	87,094,800	147,081,800	68.9%
Rail Assistance	31,184,000	31,591,800	1.3%
Harbor/Rail Passenger/Bus	11,683,800	16,649,900	42.5%
Aeronautics Assistance	77,997,600	77,868,400	-0.2%
Multimodal Transp. Studies	1,500,000	1,500,000	0.0%
Transp. Fac. Econ. Asst. & Dev.	14,000,000	14,000,000	0.0%
Surface Transportation Grants	6,800,000	6,800,000	0.0%
Congestion Mitig. & Air Qual.	31,246,400	31,246,400	0.0%
Transp. Enhancements Grants	15,620,000	17,620,000	12.8%
Total Loc. Trans. Cap. Asst.	529,054,800	611,486,500	15.6%
State Highways			
Major Highways	415,010,800	439,518,300	5.9%
Rehabilitation	1,070,852,600	1,098,825,900	2.6%
Maintenance	297,449,200	311,854,600	4.8%
Admin. & Planning, Hwys.	49,813,800	50,517,000	1.4%
Total State Highways	1,833,126,400	1,900,715,800	3.7%
Other WisDOT areas			
Total WisDOT Operations	369,579,600	385,582,400	4.3%
Total Debt Service/Reserves	180,199,800	225,764,300	25.3%
Total Transportation Budget	3,828,252,400	4,088,156,200	6.8%

1999-2001 Transportation Budget: Totals by Fiscal Year*All funds (state and federal)*

	Base Year (FY 1999)	FY2000 Budget		FY2001 Budget	
		Dollars	% Change	Dollars	% Change
Transportation Aids					
General Transportation Aids	326,483,400	337,502,200	2.3%	348,521,000	3.3%
Transit Aids	104,769,600	108,524,500	3.5%	113,452,500	4.4%
Elderly and Disabled Aids	9,186,900	9,822,500	7.0%	10,469,000	6.5%
Special Highway Aids	17,706,000	18,223,000	2.9%	17,921,000	-1.7%
Total Transportation Aids	458,145,900	473,072,200	3.3%	490,363,500	3.4%
Local Transportation Capital Assistance					
Local Trans. Fac. Impr. Assist.	125,964,100	119,314,100	-5.2%	127,314,100	-8.9%
Local Bridge Assistance	43,547,400	10,180,900	-76.8%	43,540,900	-57.9%
Rail Assistance	15,592,000	15,795,900	1.3%	15,795,900	0.0%
Harbor/Rail Passenger/Bus	5,841,900	8,170,600	39.5%	8,170,600	-3.6%
Aeronautics Assistance	38,998,800	38,955,700	-0.1%	38,955,700	0.1%
Multimodal Transp. Studies	750,000	750,000	0.0%	750,000	0.0%
Transp. Fac. Econ. Asst. & Dev.	7,000,000	7,000,000	0.0%	7,000,000	0.0%
Surface Transportation Grants	3,400,000	3,400,000	0.0%	3,400,000	0.0%
Congestion Mitig. & Air Qual.	15,623,200	15,623,200	0.0%	15,623,200	0.0%
Transp. Enhancements Grants	7,810,000	8,810,000	12.8%	8,810,000	0.0%
Total Loc. Trans. Cap. Asst.	264,527,400	242,126,100	-29.3%	269,360,400	-21.3%
State Highways					
Major Highways	207,505,400	209,504,400	0.9%	220,013,900	0.2%
Rehabilitation	535,426,300	547,174,200	2.2%	551,651,700	0.8%
Maintenance	148,724,600	155,672,300	4.7%	156,182,300	0.3%
Admin. & Planning, Hwys.	24,906,900	25,236,000	1.3%	25,231,000	-0.2%
Total State Highways	916,563,200	947,636,900	3.4%	953,078,900	0.6%
Other WisDOT areas					
Total WisDOT Operations	184,789,800	191,023,900	3.4%	194,553,500	1.8%
Total Debt Service/Reserves	90,099,900	103,066,400	15.3%	122,697,900	19.0%
Total Transportation Budget	1,914,126,200	2,058,102,000	7.5%	2,030,054,200	-1.4%



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